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COVER: Justin Barcia whips his way to victory
in Bercy's Palais Omnisports © Sarah Gutierrez

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COMMENT

The season of sherry, mince pies and photocopying your arse at the Christmas party is upon us once again and thanks to the lack of a working boiler in DBR HQ I'm getting into the spirit of things with a pretty good impression of Rudolph the Red Nosed Reindeer.

Seriously, the boiler packed in well over a year ago and since then whenever temperatures struggle to get above freezing we've had to make do with covering ourselves in Deep Heat and getting up against a couple of tiny oil-filled radiators. And don't get me started on the frigid horrors of trap one in the upstairs bogs – The Bear disappeared in there last night and frost-welded himself to the seat (luckily the cleaners heard his pitiful cries for help and freed him with their hot Benson and Hedges-scented breath).

Of course, we're all dirt bike riders so I can well imagine the cries of 'man up' and 'grow a pair' and quite right too. When you're involved in something like off-road riding you get used to a bit of hurt and soon learn that a spot of suffering is good for the soul. It's a truth that was brought home to me in November when the entire DBR editorial team – that's me, Sutt Dawg and The Bear – were guests of Ady Smith at one of his popular off-road schools. To say the weather was shocking would be an understatement – high winds and driving rain threatened to put the kibosh on the school and having set up the night before, Ady was awake at 3am wrestling his gazebo from a raging river that only hours before had been a babbling brook.

But with a bunch of road riders all kitted up and eager to experience the thrills and spills of the Welsh hills there was no backing out and, I have to say, it was the most fun I've had on two wheels in years. KTM had lent me a 150XC for the day and the little screamer was amazing, even with 15-stone of uncoordinated Editor on it. Sure, it was harder work to get moving than a torquey four-popper but get it on the pipe and the thing just took off through the bogs faster than Lassie leaving a Korean-themed BBQ.

Of course, there's a deeper purpose to Ady's schools other than to give skiving journo the chance to thrash someone else's bike for a day. Times are hard at the moment – it doesn't take an economist to work that out – and we need to do all we can to buck the trend and expand our audience. There's no point us continuing to tell each other how great riding off-road is because we already know – we need to tell other people. People who don't know. And that's what Ady's doing with his off-road schools and what we've been doing at Carole Nash Motorcycle Live.

The International Dirt Bike Show at Stoneleigh was a cracker this year but attendances were down which leaves me thinking we've got a couple of choices. We can either cross our fingers, bury our heads in the sand and hope things pick up if and when the economy picks up. Or we can actively go out and shove our sports under the noses of potential converts. I know which one makes sense to me...

I could hardly be accused of being a cyberspace geek but now we've got bikes with EFI and mappable ignition curves and long-travel suspension I've finally had to accept that you don't have to be a bespectacled nerd to embrace new technology. Which is why, dotted throughout this month's mag, you'll see a bunch of QR (Quick Response) Codes. These are basically a fast-track way for people with smartphones to hook up to our website. Popular in Japan for the last few years, they're springing up more and more in Europe and the US and all you need to do is download a free app – i-nigma will do it – to get cracking.

Finally, although this month's issue is dated January we go on sale in early December so I'm going to sign off by wishing everyone a very merry Christmas and a happy and prosperous New Year. Ho ho ho...hic!



© Vanessa Tighe

Fast Eddy and Knighter check out the lie of the land at Tong Hall

NEWSHUND!

THE BEST ROUND UP OF OFF-ROAD NEWS YOU'LL FIND ANYWHERE IN THIS MONTH'S MAG – ENJOY!

With a whole heap of bad bits to wade through this month let's start off with something positive and that's the great news that three or four times world enduro champion (depending on whether you check the FIM history books or ask the man himself) Paul Edmondson is running an extreme enduro event called – wait for it – Eddy's Xtreme Enduro on January 23 at Tong Hall near Leeds.

Running under the ACU the event has full British championship status and will feature classes for Pro, Expert, Veteran and Clubman riders as well as 13 to 16-year-old youth competitors who'll race separately.

The Tong venue features a plethora of natural ravines, rapids, rocks and roots which makes it the perfect place for the race and is sure to entertain the crowds who'll be able to watch a top line-up featuring David Knight, Dougie Lampkin, Graham Jarvis, Tom Sagar and the Walker boys – Jonny and Geoffrey (no relation) – battle it out for the British title.

"I have thought about running an extreme event for a few years and now the time is right," reckons Fast Eddy. "Tong is a fantastic place for an extreme bash and there is so much we can do using purely natural terrain. I'm planning on getting a few riders up to the course so they can give some input too to ensure it's a truly great event."

Only 100 spots are available for the main race and entries can be obtained by logging on to www.fasteddyracing.com right now.

Entries are also available for the UK's original extreme enduro – the Tough One. Moving to a new venue for 2011 and with a later race date of March 13, the T1 looks set to be bigger and better than ever with a truly international field of extreme enduro athletes all set to converge on Back Cowm Quarry near Rochdale. For more details of this absolute epic log on to www.worevents.com.

While the future is looking bright for extreme enduro here in the UK, this past month has meant sad times for many around the globe as actor Leslie Nielsen, turkey wizard Bernard Matthews, a 20kg monster cat named Prince Chunk, former AMA factory Honda racer Rich Eierstedt and two-stroke engineer extraordinaire Eyvind Boyesen have all sadly died.

While many of the new breed of racers who've grown up on four-strokes may be blissfully unaware of just who Eyvind Boyesen is, everyone who raced off-road in the 1970s, '80s or '90s will know that if you needed extra power the products you just had to get your hands on were Boyesen's. A former NASA scientist, Eyvind started mass producing parts for dirt bikes in 1972 and his dual-stage reeds soon became one of the most sought after products on the planet. A holder of over 40 patents for performance parts and still a regular racer before falling ill with leukaemia, Eyvind died just one day before his induction into the AMA Motorcycle Hall of Fame. He was 68 years old.

Another Hall of Famer in our thoughts right now is three-time AMA motocross champ Doug Henry



USE MOBILE QR CODE READER

Sean



Bercy is Europe's #1 SX show – and that's les fact!

Check out the new JT racing kit...



© Ray Archer



There's a new date and a new venue for the 2011 Tough One



© Godfrey Walker

Elliott and Phil shake on it

whose house burnt to the ground recently. The 41-year-old, who is paralysed from the waist down following a supermoto crash in 2007, luckily wasn't home at the time of the fire which completely devastated the building and burnt all of his belongings to ash. While many of the lost trophies and other motocross memorabilia are totally irreplaceable the family would like to get their hands on some day-to-day basics to help them function.

If you'd like to financially help the Henry family get back on top in their time of need then log on to www.road2recovery.com where you can make a donation or buy some cool Henry-related shiznit of which a percentage of the proceeds will go to help the cause.

Race action at the recent Bercy Supercross in Paris was as fast and frenetic as ever and seemed to take an unusually high toll on the riders. While Justin Bieber, erm sorry, Barcia took the overall win the list of broken racers stacked up quicker than the pile of empties at the DBR Christmas do.

After three days of racing the casualty list included Marvin Musquin (knee ligament damage), Max Anstie (cracked knee cap), Michael Byrne (broken wrist) and Grant Langston (dislocated hip and bruised back). And not even the laidback freestylers remained unscathed as home-country hero Charles Pages crashed hard while attempting a frontflip during Saturday evening's demo. The heavy fall resulted in Charles slipping into a coma but the good news is he's now awake again and according to the brothers Pages' website

(www.brothers-trip.com) is looking forward to making a full recovery – get well soon Charly.

One of the coolest things at Bercy – besides how much the French fans get into it – was the first European sighting of the all-new JT racewear that was worn by Sébastien Tortelli and Jacky Vimond in the past masters event. Not quite ready for public consumption just yet, pretty much every racer who grew up in the '80s and beyond is salivating at the thought of slipping into the American brand once more albeit several sizes larger...

Chad Reed's rumoured to be running JT's racewear in 2011 in his privateer Honda set-up and it'll be nice to see the brand made famous by Bob Hannah, Broc Glover, David Bailey, Ron Lechien and Jared Smith back on the podium once again – it's been a while...

Back to some British news now and how dapper did Elliott Banks-Browne look at Carole Nash Motorcycle Live? The answer is in fact very dapper as the previously wildly mulleted Red Bull Pro Nats MX2 runner-up and Maxxis #4 seemed to be sporting a brand-new Hairburys' haircut and was at the NEC to sign some autographs as well as a No Fear clothing contract for 2011.

Staying with DB Racing again, EBB's gonna be railin' and a roostin' in all the major domestic championships as well as the odd GP or two and is proper pumped to be wearing one of the coolest brands out there. No Fear will also be pushing their new Extreme Energy drink a lot more next year so expect to see Elliott holding one of the re-sealable

cans whenever he's out in public.

And it's not just EBB who's proper pumped with the deal. "To have Elliott and DB Racing Honda signing for No Fear is mega and since EBB's one of the fastest riders in the UK I'm looking forward to seeing him wearing No Fear kit on the podium every weekend," says No Fear's Philip Coulter who's definitely not rocking owt as special as a Hairburys' haircut. Just kiddin' blondie – you know we loves your locks really!

A British rider still without a deal is Wayne Smith who admittedly had a s***ter of a year in the early part of 2010 before finding his form on Ben 'no way are you allowed to stay in the UK' LaMay aka the geezer with no visa's freshly vacated Samsung Yamahauler. Regardless of Wayne's strong rides the Cumbrian remains without wheels for 2011. If you think you can help out the former U21 and British four-stroke champ at all let us know and we'll hook you right up.

And Smith's not the only pro racer still searching for a deal as over in the States Christophe POURCEL remains rideless with the AMA SX season just weeks away. The series should be one of the hottest in the history of the sport as reigning champ Ryan Dungey, James Stewart, Chad Reed and Ryan Villopoto go up against it. However, it would be a travesty if POURCEL wasn't on the line with them.

Merry Christmas y'all...



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of winning all you need to do is tell us how many official Öhlins Motorcycle Centres are there in the UK (clue – it's on the Öhlins Racing UK facebook info area!)?

Are there:

- A: One**
- B: Three**
- C: Seven**
- D: Ten**

Think you know? Okay, hook up to our website at www.dirtbikerider.com – smartphone users with the correct app can simply scan the **QR code** – and follow the competition link, click your answer, fill out the required fields and hit transmit. The comp closes at noon on January 13 with the first correct answer chosen at random winning the Öhlins rear shock and the next two getting the sunnies.

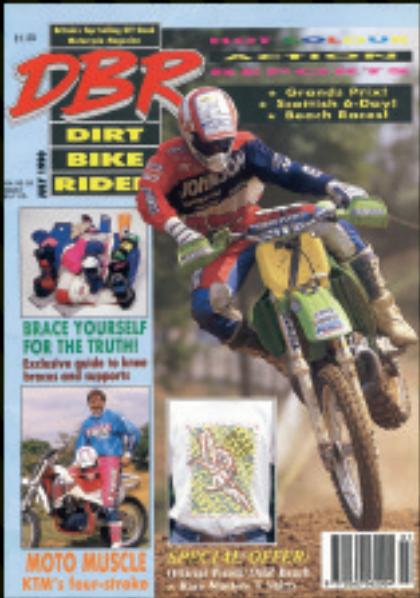
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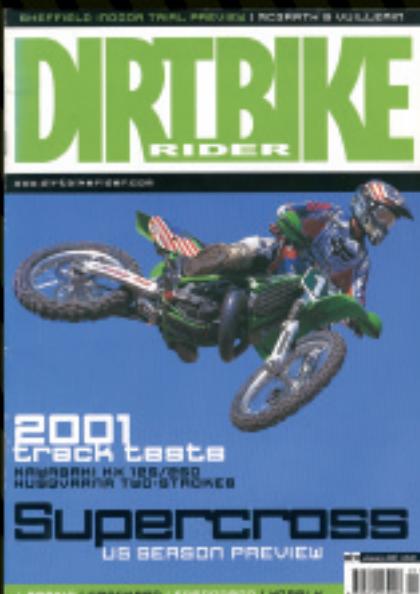
BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE DIRT BIKE RIDER ARCHIVES



July 1990:

Once upon a time motocross was ruled by big capacity two-strokes so a cover hit featuring a 600cc KTM thumper was a bit of a head turner. Especially considering the four-stroke in question was the property of British Lions rugby star Mike Teague. Our main cover boy was world 500cc championship leader 'Bullet' Billy Liles and as well as a knee brace special we had an amazing – honestly, amazing – Pirelli/DBR Beach Race Masters t-shirt offer.



January 2001:

The last DBR ever before the Lawless dictatorship was installed and the reign of terror began, this month's issue featured a 21-year-old Ricky Carmichael on the cover to highlight the AMA SX preview inside. And we had our own UK Supercross series to showcase as well after the likes of Mark Hucklebridge, Brian Jorgensen, Stephen Sword, Warren Edwards and Billy MacKenzie hammered it out for two nights at the NEC.

To trawl through more back issues of DBR hook up to www.dirtbikerider.com and click on the digital vault button – new issues are constantly being added so keep checking back...



DIGITAL VAULT



THE REVEREND FRUSTRATION!

A COLLISION WITH A BANK WHILE TESTING HIS NEW WP SUSPENSION LEAVES JAKE WITH A BROKEN ANKLE BUT AFTER A WEEK ON THE SOFA HE'S ITCHING TO GET TRAINING...

Words by Jake Nicholls Photo by Sutty

Another month has flown by – hmmm, well, that's not actually the case for me really. It's been a bit of a pants month but it has been an amazing year so I would like to start with some thank yous...

Firstly to my whole team – HM Plant Red Bull KTM UK. It's such a great team and Roger and his family create such a home-like atmosphere which is great when you're away so much and you're a homeboy like myself. Thanks to my mechanic Wayne for doing a brilliant job with my bikes all year. Thanks to Jeremy (Graeme's mechanic) who helped Wayne and I most of the year while his rider was injured. Thanks to my trainer Stevie (Holeshot King) Potter for standing by me every second and helping me with absolutely everything. Thanks to Howard from Bott for helping with bits and bobs and putting me in touch with HIGH 5 – they've supplied me for two years with their awesome supplements and kept my energy levels up there. Thanks to Fox Racing for supplying me with all of my threads on and off the bike. Thanks to Red Bull and HM Plant for all their continued support for our team. Thanks to HOPE for building me the sickest mountain bikes possible. Thanks to Tony Marshall for being there for me and my whole family. And thanks to everyone else who supports me personally or my team – I appreciate every bit of help or support and I couldn't do it without these people...

It's been a very different month for me – it's involved a lot of sitting about which sounds all right but, trust me, it's been crap. When I last wrote I had just tested the new bike for the first time and we tested again at home just over a week later to set up some new WP suspension which went really well on the first day and we got a great set-up really quick. It was a fun day too as my cousin Scott Nicholls and Troy Batchelor – top-flight speedway riders – came to ride and they went round well, both trying a big double with Scott coming off better than Troy who cased the sack out of it and didn't do it again, ha ha...

That night Wayne and I went out with Serge the WP man and all the Herd as well as two more speedway riders – Chris Holder and Darcy Ward – for a big old carvery and a couple of drinks which was cool. Then we shacked up in bed ahead of another day's riding.

I started at 9.30am so we could get a lot done and it was going good but about six laps in I caught my foot on a bank and twisted my ankle right around real quick. I didn't crash but straight away I thought it hurt a lot and I felt a bit ill for a minute after. I rode around slowly and stopped and spoke to Wayne but I didn't say too much right away as I had a similar problem earlier in the year when some of you might remember I tore two ligaments in my ankle.

Well this was the same ankle so I thought it was that again which I was scheduled to get looked at/fixed 10 days after the test anyway. I rode down to the

workshop and got off my bike where I really struggled to walk, I took my boots and braces off and my ankle didn't look in a good way. I tried walking across the workshop to get my clothes and it hurt a lot so I called mum and said bring my old crutches up. She took one look at me and said 'it's broken' as she knows the colour I go when I break a bone. So we hopped in her car and went off to hospital where an X-ray showed a clear spiral fracture through my fibula. Gay!

So they plastered me up and it was very swollen meaning I had to keep it up for a week, hence why I wasn't at the Dirt Bike Show which I apologise about as it would have been nice to see everyone and speak to fans of the #45.

Basically I've been absolutely bored stiff watching total crap on TV. People kept telling me to get into XBOX or PS3 but anyone who knows me knows that's not my scene but after a week though my ol' man let me borrow an automatic Nissan Navara from Trucks R Us which has been double handy and let me get out and about of the house now and again. Since then I did the Norfolk and Suffolk presentation, which was a good night. I also did the Stevenage club a couple weeks before then. Both are a couple of my local clubs which I rode with when I was younger so it was cool – and a bit weird – to give out a couple of trophies with my name on. I've got one more to do before Christmas too which should be cool.

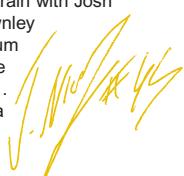
I started training last week in the gym. Obviously we're limited on stuff we can do as normally I would be boxing, running, cycling and swimming heaps but with a cast on my leg none of this is possible so Steve and I have been up in my gym doing loads of upper body stuff. I've been boxing sat down, laying down, doing weights, using all sorts of new equipment and I honestly think it's all happened for a reason as my upper body is going to have more strength than last year and also it's meant that my torn ligaments have had a chance to heal in the cast with the break being very close to them.

I got the cast off last night though so it's so much better already, my movement is coming back quick and I can walk without my crutches thanks to DJO who have supplied me with a top-of-the-range Air Cast boot so I can walk around and slowly build it up while keeping it stabilised. They're even going to supply me with another one so I can swim in it...

Also big news is that I booked my flights yesterday to go to New Zealand in January to train with Josh Coppins, Scott Columb and Ben Townley who I will also be living with in Belgium next year. So big things ahead for me and I'm working damn hard already...

Happy Christmas everyone and a Happy New Year.

Go hard #45



J. NICHOLLS
dirtbikerider 15

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AIR

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BLOOD SWEAT AND GEARS

Merry Christmas, everybody! 'Tis the season to over-indulge on warm mince pies and cold turkey sandwiches. Enjoy it while it lasts though because before you know it January will be here and we'll all be back in the gym paying for our festive excesses.

You'll be pleased to know that Blood, Sweat and Gears will continue to run uninterrupted throughout, ensuring that you continue to get your off-road fix during these cold, dark winter months.

Indeed, it's a packed month, kicking off on December 11 with bar-banging action from the British quads in Leuchars, Scotland, in what's been an explosive series so far. On December 18 we roll into Ashby-de-la-Zouch for the final round of the GBXC cross country series. I even get in on the action, testing the Rieju 200cc machine. The GBXC will be featuring heavily in the show next year and I can't wait. Organiser Paul Edmondson will also be running his Extreme Enduro again in January which is sure to be fantastic.

And forget about the Queen's Speech. On December 25 Blood, Sweat and Gears will be delivering just what you need to relax after your Christmas dinner – the final round of the British quad championships at Culham. And while you're enjoying these shows we'll have hopefully just put the finishing touches to the last few episodes of the series which we'll tell you all about next month. But so much for a break – if anything, the off-season seems to be getting even busier for us.

So far we've attended the Belfast SX, the Dirt Bike Show and the Motorcycle Show at the NEC. Then it's all systems go, filming for the new series which should start around the end of March. And it's shaping up to be even more action-packed than before. In fact, the problem we're facing at the moment is how to shoehorn all the action into each programme.

Next year will see us reach our 100th episode. It seems like we've come a long way since our humble beginnings and I'm very excited by the show's new look.

So much to do and so little time! Before you know it we'll be out and about every weekend once again, capturing all of the action and beaming it directly into your front room. Perhaps it's a bit early for New Year's resolutions but the one thing I'm determined to do next year is get out on my own bike a lot more. The poor thing has been sitting in the shed collecting cobwebs lately.

Before I go, if you'd like to relive some of the previous episodes we have two new DVDs for sale – one featuring action from last year's British SX series with highlights from the Liverpool Echo Arena and the O2 in London. The second contains action from all five rounds of the GBXC. Both cost just £10 each plus £2 P&P. Send cheques made payable to Blood, Sweat and Gears Ltd to 11 Lamb Crescent, Wombourne, Staffs WS5 0DZ. They make great Christmas presents, even if I do say so myself!

Until next month, ride safe.

BLOOD, SWEAT AND GEARS is on the Extreme Sports Channel (Sky 419/Virgin 527) every Saturday. Check listings or our weekly column in T+MX to find out what's coming up on the show.



CROCKSTAR

MUNSTER MUNCH!

GORDY HEADS TO CORK WHERE HE GETS BY WITHOUT A LITTLE HELP FROM HIS FRIENDS...

Words by Gordon Everhard Photo by Sutty

Wow! December already! I've had a little track time last month as I competed in the Munster club's Winter MX series. They held three rounds at their very much improved former GP track at Vernon Mount in Cork. I had to race pretty friggin' hard to win the championship as the prize money was 1000 Euros for the overall and my des Nations team-mate Stuey-162ey had planned to spend that 1000 Euros on a sun-soaked holiday if he won it.

Johnny Douglas Hamilton transformed the venue and it is excellent. A fine addition to the selection that we have on offer for our championships. I like Cork as a city and the newly opened motorway down to there is fantastic. I travelled down with a couple of mates in my van and when I picked them up from their houses and they came out carrying suit jackets, shoes, Stella and shirts I realised our priorities were vastly different. I knew then that I would be doing ALL the race day chores.

My days were a tad busy especially as it was a washout with a quick turnaround between motos. They were without a shadow of a doubt the two most useless pair of pr*cks I could have ever wanted to have on a weekend to help me. But at least that wasn't a surprise to me. The theme of their overwhelming consideration for me continued onto the following weekend too. I joke with them that I'm like Sam (Patrick Swayze) out of the movie Ghost! It's as if I don't exist.

Speaking of ghosts, Halloween was mega.

I went out to Belfast dressed as a fireman. I acquired a current day fireman uniform, complete with the latest version helmet, rubbed coal dust all over myself and went to town. Fair play to those boys, the heat inside those suits is intense!

I handed out the trophies at the Northern Ireland Junior Quad Club presentation. The club was a much bigger deal than I expected and I was welcomed very well from all, even though I race with half the number of wheels to all others in the room on that night.

Regardless of it being more difficult than usual to plan ahead, I have been able to continue with coaching and helping people reduce their lap times. I enjoy it and find it satisfying when progress is made. Due to the weather in the UK being so wet over the winter I take myself to Spain and run the coaching and training camps there. The info is online at www.crockstar.co.uk...

I was at a formal charity sporting dinner on Saturday night in Belfast. Going by the auction's success it's evident that the recession still has a very tight grip on people's spending power. The spirit of giving remains strong but compared to the last 10 years I can see a much lower levels in bids.

I'm looking forward to the next period ahead and hope to have some huge news to announce soon. Hope being my core emotion each day at the moment.

Take care...





USE MOBILE QR CODE READER



WIN! WIN! WIN!

**SIGNED BRAD ANDERSON T-SHIRTS
AND FRO SYSTEMS BALANCE BANDS**

Christmas is coming, the goose is getting fat – and to celebrate this year's fabulous festive festivities we've got a double-whammy of a competition for you, our lovely readers...

Brad Anderson's this year's Red Bull Pro Nationals MX1 champ and just happens to be one of the most popular riders in the country. And we've got five signed Ando t-shirts to give away featuring his lovable bulldog Rocky. But that's not yer lot, oh no. As well as an autographed Ando t-shirt our five lucky winners will also get a Fro Systems Balance Band of their very own.

Using the power of holograms that are said to harmonise your body, the balance bands will not stop you getting lost in the curtains of your hotel room at 3.30am after drinking four bottles of wine but they may help cut your lap times by mystically helping to focus strength, endurance and agility.

And to win an Ando t-shirt and Fro

Systems Balance Band all you need to do is tell us the team Brad rode for in 2010.

- Was it:**
- A:** PAR Homes Honda
 - B:** CAS Honda
 - C:** LPE Kawasaki
 - D:** DFS Sofas Yamaha

Okay, think you know? What you need to do now is hook up to www.dirtbikerider.com via your PC or by scanning the **QR code** with your smartphone, then follow the competitions link, fill out the required fields and hit transmit. The competition closes at noon on **January 13** with the first correct answers drawn totally at random after this each getting a t-shirt and a band.

If you want an Ando t-shirt or a Fro Systems Balance Band but don't fancy your chances of winning them both cost £20 plus P&P – the t-shirts are available from www.madboymedia.co.uk and the balance bands from www.frosystems.com

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SWORDY

HARD AT IT!

WHILE MOST NORMAL PEOPLE ARE GETTING READY TO WIND DOWN FOR THE FESTIVE HOLIDAYS, SWORDY'S ENJOYING CRANKING UP THE TRAINING...

Words by Stephen Sword Photo by Nuno Laranjeira

This month has been good as we're back training – as mad as it sounds, a month of just taking it easy and not going to the gym sounds great but I do enjoy it when we go back. I know I will never be a person who doesn't keep fit.

I had a mate's birthday that I went to and Jodie and I stayed in a hotel for the night in Bristol which was lovely as we got a whole night to drink and went shopping in the mall the next day minus Ayrton. I also went to Belfast for the supercross at the last minute but didn't race – it's strange watching and not racing. Part of me really would have liked to have raced but I'd been off the bike for about five weeks so I was not prepared. Maybe next year?

It was a good night, even though my mates were trying to get me drunk. They think because you don't drink all year you get wasted on a few. And they're right! Anyway, that's me done for another year – maybe get one more in for the New Year!

Getting back training is always hard on the body as you are rested and not used to it but it's such a great feeling and this time of year I'm always excited for the next season. I'm cycling loads and the mountain bike cycles we do are always tough but DT drives us on and because you're in a group it motivates you so much more. Overall, I am pleased with my progress so far and feel like I am getting fit and strong for next year.

I have done a few presentations again this year and once again the clubs have been great. It's good to see the young riders and the commitment they put into the sport. It is such a good thing for kids as it keeps them focused and gives them a hobby, a passion for something. Everyone is always so welcoming but I have had to go to them alone as Jodie has had a few operations but she is back on the mend. She really enjoys them and chatting with the mums so she is not pleased she's missed out.

In the off season I have got round to doing loads of jobs like sorting out my garage and I have even wallpapered the sitting room. I am Scottish so paying someone to do a job I could

do myself, well that will never happen. So after a few talks with Jodie (against her wishes) I set off with the paste. Bloody hell! Never again! How hard is it, especially with the smallest pattern you could get? Overall, though, I did a good job but next time I will pay someone to do it. I'm now trying to get the house together as I'm going to have a lad's night of pool at my house so need the bonus room done. Slowly I am getting there.

We all went up to Scotland at the weekend to see the family as I also had a presentation up there. It was great to see them all and spend time with my brother as I don't get to see him as much as I would like. We were in luck and it snowed so Ayrton was out playing with his wellies and waterproofs.

My auntie Karen always makes it great for us and she even took Ayrton for one night so we could go for a meal and relax. Ayrton is so spoilt up there and I think for Christmas he is getting a sit-on digger as he is mad about them. We took him to Toys R Us the other day and there's an electric MX bike. He couldn't reach the pedals so we thought he would just sit on it for few moments but he figured out that if he leant to one side he could push the power pedal so off he went on his own around the store. It's mad – he's only 19 months old and can ride and steer it alone.

As Jodie always says, it's in his blood. At first I didn't agree but that shocked me. He looks at DBR all the time and everyone is daddy – even Bubba. God, I wish! He is motocross mad so at this rate I cannot see how I can keep him away from a bike until he is much older.

I'm doing some training schools in December so I'm really looking forward to that and I will get chance to ride also. I just wish I had more time to do them through the year – it's cool seeing the riders at the beginning of the day and then the transformation by the end. They have so much more confidence which makes them safer and faster.

Anyway, that's all for another month – have a great one and enjoy Christmas...

Braaaaap

DIRT BIKE RIDER AWARDS 2010

VOTE NOW FOR YOUR OFF-ROAD HEROES OF THE YEAR...

There's been some mega action in the wonderful world of dirt bike riding in 2010 and now's the time to let us know who you think have been the stand-out stars of a stand-out season.

In GP MX the men to beat have unquestionably been Tony Cairoli and Marvin Musquin but do you rate their achievements as highly as you rate Ryan Dungey's and Trey Canard's results Stateside? Or Evgeny Bobryshev's and Zach Osborne's in the UK?

And what about Stephen Sword and

Jake Nicholls – the best 'Brits' in the Maxxis series? Or Brad Anderson and Martin Barr – the Red Bull Pro Nationals champs? Or David Knight winning his third world enduro title? Or Dean Wilson kicking some serious butt in the AMA 250F division?

When you've decided simply tick the boxes, tear out this page and send it off to us at DBR Awards, 12 Victoria Street, Morecambe, Lancs LA4 4AG.

Alternatively, if you want to keep your favourite mag in one piece then hook up to www.dirtbikerider.com –

smartphone users can scan the QR code – and follow the DBR awards link, then get ticking boxes or adding suggestions of your own. Then fill out the required fields, hit transmit and your votes will wing their way to us as if by magic.

The poll closes at noon on **January 3** with the winners announced in our February issue on sale **January 14**...

BRITISH OFF-ROAD PERSONALITY OF THE YEAR

David Knight
Jake Nicholls
Billy MacKenzie
Shaun Simpson
Stephen Sword
Max Anstie

Other

BEST BRITISH MOTOCROSS RACER

Jake Nicholls
Brad Anderson
Shaun Simpson
Stephen Sword
Dean Wilson
Martin Barr

Other

BEST BRITISH AMATEUR MOTOCROSS RACER

Ben Saunders
Lee Payne
Richard Cannings
Lee Dunham
Phil Mercer
Jack Taylor

Other

BEST BRITISH YOUTH MOTOCROSS RACER

Conrad Mewse
 Connor Walkley
 Keenan Hird
 Nathan Watson
 Adam Sterry
 Sunny Thompson

BEST INTERNATIONAL MOTOCROSS RACER

Ryan Dungey
 Trey Canard
 Evgeny Bobryshev
 Antonio Cairoli
 Marvin Musquin
 Zach Osborne

Other

BEST FEMALE MOTOCROSS RACER

Natalie Kane
 Ashley Fiolek
 Livia Lancelot
 Steffi Laier
 Tarah Geiger
 Jessica Patterson

Other

BEST BRITISH OFF-ROAD RACER

David Knight
 Paul Bolton
 Paul Edmondson
 Jason Thomas
 Tom Sagar
 Alex Rockwell

Other

BEST FMX RIDER

Andre Villa
 Nate Adams
 Blake Williams
 Robbie Maddison
 Chris Birch
 Levi Sherwood

Other

BEST INTERNATIONAL OFF-ROAD RACER

Johnny Aubert
 Antoine Meo
 Mika Ahola
 Kailub K. Russell
 Taddy Blazusiak
 Josh Strang

Other

CRASHER OF THE YEAR

Billy MacKenzie
 Tommy Searle
 Max Anstie
 Christophe POURCEL
 Neville Bradshaw
 James Noble

Other

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AGE

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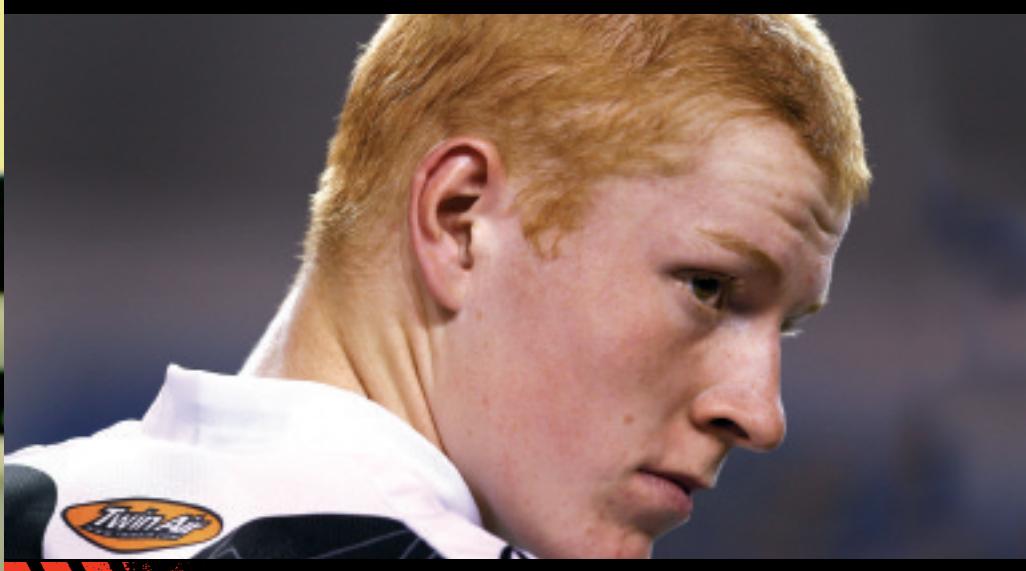
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MAX POWER

HAVE BERCY!

MAX'S ROTTEN RUN OF INJURIES CONTINUES AS HE CRASHES OUT IN THE FRENCH CAPITAL

Words by Max Anstie Photo by Sarah Gutierrez

I was in America for about a week or so after I wrote my last column. That was when I was getting my final prep for Bercy done at home on my super-sweet SX track before I headed back once again to snowy France!

So after flying to Chicago, connecting to Brussels in Belgium and then going to the CLS workshop in Holland for a few hours, I was on my way to the university of sporting excellence where I would undertake a physical examination and a physical stress test. I showed up not really knowing what to expect and with only a few hours of good sleep leading up the test.

Nevertheless, I got on the running machine and showed everyone who the real ironman is! I ran so fast that the cheetahs couldn't catch me but as per normal Goldmember (hopefully you have all seen Austin Powers) had a problem and said that I was too fit for how old I was and too strong too early in the season. "Bruv," I said, "I'm just ticking over at the moment, I haven't even started to work yet. In fact, by the time the GPs roll around I'm going to be so strong Superman will be the only bloke capable of racing me."

After that great extravaganza I jumped in the van and my mechanic and I drove the 12 hours to Marseille. The next few days felt about minus 15 degrees and I was wearing three jumpers and two pairs of trousers just to do an hour of riding in some stubble field. The weather finally cleared up enough for me to go and get some proper riding and testing in on my new Pro Circuit Kawasaki race bike. Everything went pretty smoothly and – at the time of writing this – my bike and I are now ready for Bercy.

We're currently driving back to Belgium where my friend Lionel (my father when I am in Belgium) will pick me up and look after me before we head to Bercy on Thursday to do battle over the weekend.

Okay, I'm in Holland again now waiting for the days to roll around for Bercy. Woody, my mechanic, did the honours and scribbled 'Cal' on my green machine and got her all ready for her big debut this weekend. My dad, Dev and Zoey (my little sis, she's one) are making their grand appearances in Paris in a few days. It's really great to have such supportive parents – dad and Dev do everything they can to help me and Zoey is the best little sister ever! She loves to watch me ride and she just learnt how to clap so she can cheer me on now too.

Almost forgot to tell you guys, before I left she said her first word which was meant to be 'Max' but it came out 'Dax' and now she says it all the time. I also Zoey-up for dance classes – I get to start taking her each Wednesday morning from now on which should be pretty cool. Disney Channel here she comes!

So it's now after Bercy and again 2010 has proven itself to be a year of things not going to plan or working out. We got to Bercy and everything was feeling good, my bike was trick and the track looked cool although it seemed faster and less technical than in previous years. I was a little rusty after not riding for a week but

heading into the night show I was ready!

At 9pm I headed into the arena, did my bit at the opening show including my amazing French speech which everyone loved and then it was time for Super Pole! No sight lap, just go FAST! As I hit the start jump I felt so smooth and found effortless speed – I nailed my lap to set the fastest time so far. I ended up finishing fifth with very little time between Barcia, Paulin, Byrne, Aranda and me. I was the fastest 250F with Musquin and Wharton a couple of seconds down.

The next event was the Knock Out race. I got a reasonable start against the 450s with Musquin just ahead. I was coming for him and I got by Tonus, Wharton, Morris and passed Cairoli through the whoops which was pretty cool before I came onto the back wheel of Marvin. I was setting up for the pass but as I squared underneath him he slowed down and turned a little tighter. I clipped his back wheel and hit the deck! I got up fast but ran out of time and that put me to the line 11th for the Main Event.

My jump on the start was okay but I got pushed so wide on the first turn I was actually in last going down the first section. I moved fast and avoided some massive crashes to eventually find myself in sixth riding around with a gap. I was pushing hard and we had just hit the halfway mark on the lapboard when entering the tunnel my hand slipped off the bars. By the time I got it back on I had about 10 feet before a massive berm and a load of tuff blocks which I hit wide open, launching myself into orbit. Upsidedown. I tried jumping off but landed on my hands and knees straight on the concrete with the bike on top. I spread the impact through my body but still ended up with a broken kneecap.

So that was the end of that which was a bummer because if I had got on the podium I would have had a good chance of racing SX 2011. But now that's probably not going to happen seeing as my team wants me to concentrate solely on the world championship which is fair enough. I just know I'm ready for the SX after a good year last year and now being on a good bike it would make it easier but oh well.

I've been spending the last week in the UK getting everything sorted out for next year as that's going to be my base. We got to see TJ – little bro Taylor – for a few days which was awesome and take him to school. He got up at 6am on Friday and had all his gear on before the sun came up just so he could get 30 minutes of riding in before school. Everyone was still sleeping but me and TJ were practising our pre-jump skills!

After a sweet weekend Jordan, my bestest old mate, came down and we went to the cinema then over to my old track in Greatley where we got everything sorted and ready for next year! We're just about to get my little brother again for a few days before I head up to the Dirt Bike Show to do my bit, then I'm hopping on a plane back to sunny California to get myself in shape and all fixed up for the world championship!

Talk to you next month...

Max
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*Source: The Exchange, November 2010 **Excludes professional sports people.

Q: After achieving so much in your career was there any personal goal that was left unfulfilled before you retired?

Steve Kelly, Winchester

A: "That's a good question. At one point I made a decision to stay in Europe and race GPs but before that it was always in my mind to go to the US and race supercross and motocross over there. It's not a regret that I didn't go as I got to achieve so much over here, it's just something that I will always wonder about – the only thing that may have been missing – as everything else I wanted to do I achieved."

Q: Do you think you'll ever do a Schumacher and line up for another shot at glory?

Tim Horne, Reading

A: "No I don't. In a few years I will be 40 and to make a comeback would be tough – you know as you get older it gets harder and to reach the level that I was at four years ago would be very difficult. For me, people who make comebacks are people who have failed to get their life back or make a new life. It's like they succeeded as an athlete but in normal life they failed."

Q: When Yamaha knew that you would be retiring at the end of the '06 season did they not come up with any job offers whatsoever?

Stuart Caines, Ilfracombe

A: "Yamaha and I spoke about the future even two years before I retired. I wanted to stay with Yamaha as we had a good relationship and I had a good relationship with the top Yamaha guys in



STEFAN EVERTS

WHO'S THE GOAT? WHO'S THE LEGEND? WHO'S THE FASTEST – THE YOUNG STEFAN EVERTS OR THE CURRENT KEN ROCZEN?

Interview and photo by JP O'Connell

Japan, something I never had with the other Japanese brands. When it came time for me to retire Yamaha were only looking two to three years into the future for me as a test rider and working in PR, whereas I was looking for something much more long-term. With KTM I got the chance to help rebuild the team and it's a full-time job that could go on and on."

Q: If you could race just one more GP which circuit would you choose and why?

David Rodgers, West Ham

A: "I think I would choose a sand track as it's something very natural to me, maybe Lommel or Lierop. If Namur was still there then I would love to go back and race the two-stroke again – old school style – like I did in '98 as that really would be fun."

Q: Now that a few years have passed are you able to look back and laugh at the crash you had while leading the last lap of Sun City in '05?

Adam Samways, Plympton

A: "No, I can't laugh at it – I still hate it! I'm still so pissed off whenever I see it, I still hate it so much because everyone blames the wave to the crowd yet if you look really closely at the video you'll see that when I land I hit a rock with my front wheel and I lose the front. My hand is already back on the bars."

"It was a stupid crash but people only see that it was because of the wave, even if I hadn't waved the chances are pretty high that I still would have crashed. You know I lost the title to Tortelli in '98 but I can look back and laugh at that as it made me so much stronger for the future – but that other thing is different! My son Liam is watching lots of videos and when he gets to that part of the '05 season I still can't watch it – I wish I could remove it!"

Q: Of all your championship winning seasons which stands out as the best and why?

Martin Smith, Durham

A: "Well first of all every title has some special meaning to me so to pick one out is very difficult. The first one I was just a little boy and the last one was just the cherry on the cake. I think that if I have to pick one then I'd choose the last as I pretty much dominated the season, winning 13 of 14 GPs and I'd never done that before so to finish my career like that was just the best way possible."

Q: It's common knowledge that you are the GOAT but there are some American people who think Ricky Carmichael is more deserving of that title...

Simon Moore, Bristol

A: "[Laughing] Well let's say that he is the GOAT and I'm the legend or whatever people want to call me! Those things don't really matter to me, it's two different worlds – in the US there are different records and different things to achieve than in Europe so if you look at it this way then we have two GOATS, Ricky and me. I have a lot of respect for Ricky and for me he can be a GOAT just because of the respect I have for him."

Q: Who has been your greatest rival during your career?

Alex Connor, Wyke Regis

A: "Hmmm, I had a lot. Donny Schmit, Bob Moore, Marnicq Bervoets, Joel Smets, Mickael Pichon, Sebastien Tortelli, Josh Coppins – there are so many. I have to say that the '98 season with Tortelli was just incredible, the level we pushed each other to was just outstanding. By the end of the season it was just like it was only me and him racing with everyone else

about one minute behind, we just pushed and pushed each other and he was incredible. I have a lot of respect for what he did that season."

Q: When you were still in your teens do you think you were as fast as the likes of Herlings and Roczen?

Ian Bowker, Swansea

A: "I think with my balance and feeling of the bike then maybe I could have been but if you see the difference in style and how these kids grow up watching videos, have these tracks to use and all the things around – how the bikes have changed – it's difficult to compare. There was a point when I was beating Donny Schmit when he was the fastest out there when I was their age but as I say with equipment changes it's hard to know."

Q: After all the pre-race hype how good did it feel to twice beat James Stewart at the MXdN in '06?

Seth Nash, Bognor Regis

A: "Yeah it was a great way to finish off my career and my fans still talk about it now. I was beaten on the Saturday but I had only been riding on the weekends on the lead up to the race so I wasn't too worried as I knew the Saturday would be my warm-up day. On the Sunday the ruts got deeper and deeper and to be honest I wasn't too worried about things, I just did my own thing and tried to be at my best. It was great to achieve that in England and whenever I am there people will ask me about Matterley Basin."

NEXT MONTH
MARC DE REUVER >>

Got a question to ask the crazy Dutchman?

Fire it off to us at dbrprobe@googlemail.com

RNR

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OLD FLAMES!

THIS MONTH FORMER CLS KAWASAKI TEAM-MATES STEVEN FROSSARD AND JEREMY VAN HOREBEEK GO BAR-TO-BAR...

Interview and photo by JP O'Connell

DBR: Who would you like to play you in a film of your life?

SF: "Oh that's a difficult question! My favourite movie is Forrest Gump so I think maybe Tom Hanks."

JVH: "Hmmm, that's difficult – I think Will Smith as he's a fun guy and knows how to dance!"

DBR: When did you last clean an air filter?

SF: "I think maybe two years ago on my training bike."

JVH: "Let's say maybe two years ago on one of my practice bikes."

DBR: What was the last lie that you told and who was it to?

SF: "I try not to lie – so I really can't remember what it was and who I told it to."

JVH: "I have done it before but I really can't remember what it was, it's one thing that I really dislike in people."

DBR: Could you check your own valve clearances?

SF: "I could adjust my clutch but nothing inside the engine. I believe my mechanics!"

JVH: "No, that's for sure one of the most difficult things. I can split a bike and put it back together but not in the engine itself."

DBR: Something you eat that you know you shouldn't?

SF: "I have to be careful of my cholesterol so I shouldn't eat cheese but sometimes I'm afraid I do!"

JVH: "That's easy, sweets! I love candy especially Haribo, you know?"

DBR: You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?

SF: "If the track is very difficult to pass then I will make a block pass but I will try to make it a fair move."

JVH: "I don't think I'm going to take him out, I will try to pass him that's for sure but if you take someone out there's the danger that you will also crash."

DBR: What is the highlight of your career so far?

SF: "I think it was Sweden this year when I won my first GP."

JVH: "When I was 17 I went to the Nations and rode for Belgium where we finished third and also my GP win in Spain."

DBR: What car do you drive?

SF: "I have a Renault Traffic and a Laguna."

JVH: "A Range Rover Sport."

DBR: And if money were no object?

SF: "A Lamborghini for sure."

JVH: "An Audi R8."

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?

SF: "No, never."

JVH: "Maybe when I was much younger but certainly not now."

DBR: If you could change anything about yourself what would it be?

SF: "I think I am too jealous as regards my girlfriend."

JVH: "I broke my nose last year so I'd like to have that straight again."

DBR: If you could meet any person – alive or dead – who would it be?

SF: "I really couldn't choose."

JVH: "If I could meet anyone I think it would be James Stewart, he seems a really fun guy."

DBR: If you could have any superpower for a week what would it be?

SF: "To be able to fly."

JVH: "I would love to fly all over the world."

DBR: If you were shipwrecked on an island what three things would you want with you?

SF: "My girlfriend and then everything else is good!"

JVH: "A fishing rod, a jetski and probably a girl."

DBR: What's your most prized material possession?

SF: "My money!"

JVH: "My four dogs."

DBR: Favourite race you've been in?

SF: "The Swedish GP but the Latvian GP was very good also."

JVH: "Glen Helen this year was really cool. I felt really good on the bike there and I love being in America."

DBR: How often do you Google yourself?

SF: "I have done it but not very often."

JVH: "Never, I never go on Google and check out

my own name but I have my own website so I go on that sometimes."

DBR: Blonde or brunette?

SF: "Brunette."

JVH: "Blonde."

DBR: Is winning a race better than sex?

SF: "[Laughing] No, actually, I don't know – it's completely different! I like to do both."

JVH: "Yeah for sure."

DBR: One thing about your riding style that you'd like to improve?

SF: "Sometimes to be smoother through corners."

JVH: "My corner speed, sometimes I am too slow through the corners and can lose the front."

DBR: What's your favourite film?

SF: "Forrest Gump."

JVH: "The Saw series, I really like them. I mean I like some romantic films also but for me it's Saw."

DBR: What's your most annoying habit?

SF: "I don't know, I can't think of anything."

JVH: "When I listen to music I always change the track before it's finished!"

DBR: What's the worst motocross related decision you've made during your career?

SF: "Three years ago I had to make a decision between two bikes which was really difficult. I'm not saying it was a bad decision just difficult to know what to do."

JVH: "I made the decision to change a tyre before a heat race and ended up having a huge crash!"

DBR: If you had to permanently give up either the internet, mobile phone or TV which would it be?

SF: "Television."

JVH: "Television."

DBR: Something about yourself that nobody else knows?

SF: "Many people think that I keep myself to myself but when I am around friends I'm a funny guy really."

JVH: "I have one but it's disgusting! When I was little and I was out playing in the street I would peel chewing gum off the street and eat it!"



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ALL THE BEST!

TIS THE SEASON TO BE JOLLY – ESPECIALLY AT CABRA CASTLE WHERE CELEBRATIONS HAVE GOT OFF TO AN EARLY START...

Words by Stevie Mills Photo by Sutty

Happy Christmas and a prosperous New Year to you all – if you're reading this before January 1 then crack on and enjoy the craic. If you're reading it after January 1 then put down that pie and get your ass back into training mode because the start of the new season is but a few weeks away!

Just what was the toughest event on the 2010 Irish MX calendar? Was it the Belfast Supercross or perhaps the mud fest at Downpatrick for the first round of the Irish championship or indeed the recent energy-sapping cross country event run at Nick's spectacular off-road riding facility at Dune?

Not even close! This particular event attracted racers from all disciplines of motorcycling from internationally acclaimed WSB/BSB contenders to ex GP MXers and more than a sprinkling of the altogether adrenaline-fuelled, fun-loving crazies that come under the banner of Friends of Neil Thompson!

All great fairytale endings involve a castle, a beautiful princess and a handsome prince and, well, two out of three ain't bad. Neil married his beautiful, long-suffering girlfriend Laura last month at Cabra Castle in Co Monaghan. A fantastic day and evening was had by all in attendance and the style on display would have cast a shadow over many a Hollywood bash.

Nightman makes an official apology for running over people's toes during the Thriller dance – lucky enough Neil's mum is pretty nifty on her feet. They say you are never too old to learn so a big thanks to Brian 'Beach Boy' McKeown for teaching me how to sniff salt and squeeze lemon into my eye when drinking tequila! So from everyone at Blarney and the racing fraternity in Ireland, congratulations and all the best to the happy couple.

In with the old and out with the new or is it

the other way around? In this case not as it's now official that Ireland's most controversial, hard-riding icon has decided that swapping his helmet for a pit board was a little premature.

The only rider ever in the history of history to have won both Ulster and Irish MX1 and MX2 classes in the same season, Phil McCullough has rekindled his relationship with the Austrian KTM brand and will add some much needed spice to the 2011 Irish racing paddock.

Since hanging up his boots, McC has continued his winning ways as Team Manager – his Moto One race team won championships with Graeme Irwin, Wayne Garrett and Michael McCammond to name but a few.

It's early days and it's not yet known just how many races Big Phil will contest. "It's a low-profile back to riding for fun," reckons Phil which reads pretty tame if you don't know Phil – low-profile it may be on the outside but our man never did just 'ride' a bike, he was always on the limit 100 per cent of the time. Win, lose or crash – that's why McC has such a fan base. What you see is what you get.

Against a backdrop of gloom and doom on the financial front, it's good to have so many positive things happening in the motocross world. The latest man to turn orange is Martin Barr and the PROPPA.com KTM signing will make his presence felt in the British MX1 championship and, believe me when I tell you, the establishment better watch out because Marty is ready to make waves.

It's a natural progression for Marty whose precise, effortless riding style has made the step-up to the big-bore class quite matter of fact. Our Blarney spies have Martin posting some crazy times around Davy McCullough's track at Magilligan. Some top riders have compared the three-minute-a-lap circuit to the famous

Lommel GP track in Belgium.

Another – but this time more unexpected – addition to both the MX1 British and GP start list is our very own Graeme Irwin. The HM Plant Red Bull KTM UK racer has opted to represent his team in the bigger class aboard the new 350cc Katoom. "It's important that the team have exposure in the MX1 class for our sponsors," says the teenage talent, "and I feel that the move to MX1 will stand by me in the long term."

All-in-all 2011 will be an exciting and perhaps challenging year for many people. For my part I like to embrace the New Year as a new beginning – clean slate and all that lark – and with British Maxxis and Red Bull Pro Nationals planned for the summer, Marty and Graeme making waves in MX1, Graeme scoring some GP points and ex muck magnets Jonny Rea and Eugene Laverty having a serious chase after the WSB silverware it could be a vintage year for the Irish.

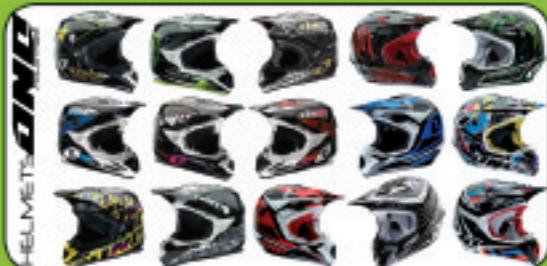
Many of you will know that young Chris Gibson recently suffered a serious spinal injury as a result of an accident at a club grasstrack. Well, just to bring you up to speed with his progress, Chris was well enough to blag a pass out of Musgrave Park Hospital for a couple of hours to attend a fund-raising evening at Dromore Rugby Club. Chris and his family want to say that the level of support they have received from well-wishers within the motocross community has been overwhelming.

My friends at Musgrave Hospital tell me that young Chris is showing all the grit and determination in rehabilitation that he showed on the track. Keep pushing young fella – we are all rooting for you.

Stevie

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Despite pre-event fears of warring drug gangs, the Mexican ISDE went off more or less without incident



MEXICAN RAVE!

IT HAD ALL THE INGREDIENTS OF A DISASTROUS EVENT BUT THE 85TH ISDE DEFIED ITS CRITICS TO BE ACTUALLY REALLY RATHER GOOD...

Words and photo by Jonty Edmunds

When it comes to the issues that surrounded this year's International Six Days Enduro in Mexico, I hold my hand up and admit that I had some serious reservations about going.

Like many Enduro World Championship regulars I wasn't exactly looking forward to the event as it came at the end of a long and busy season. Truthfully, the last thing I wanted to do was fly halfway around the world and spend near two weeks in a country that's not exactly known for its enduro culture.

But even more so the thought of being in the wrong place at the wrong time – possibly getting caught up in a little drug gang on drug gang crossfire – didn't exactly excite me. All things considered I wasn't exactly pleased I had to go.

But the reality of the 85th six days is that it was a way better event than I'd envisaged it could be. Considerably better than many European-staged ISDEs from the past 10 years and every bit as good as last year's competition in Portugal. So from a sporting perspective I have to say the FIM were right to have appointed the event to South America. Before I went I wasn't so sure. With a huge amount of time, effort and money consumed by project ISDE Mexico, the organisers left no stone unturned in order to deliver a truly first class event.

With fears concerning security playing a big part in the decision not to compete made by both the British and Australian teams, much if not all

pre-event talk and speculation was negative. Would the event be any good? Would Mexico's problems with drug cartels affect the event? Would riders, support crews and media be safe?

With five good days and one cancelled day the event clearly wasn't without its problems. But the cancellation of day six wasn't really seen as any problem at all by most competitors. With the first five days – arguably the five most important days – run without incident and very few accidents, worries surrounding security couldn't have been further from people's minds. Nothing got stolen, no-one felt threatened by unsavoury locals and for the first five days pretty much everyone was enjoying their time in Mexico.

The cancellation of day six was a massive disappointment for the organisers and the FIM. But in the same way as I believe running the event in Mexico was the right thing to do, cancelling the race was also the right thing to do. More so, the way in which the FIM acted – which was quickly and decisively – is to be applauded. Having made a mess of 'tricky' situations in the past, due largely to indecision, in Mexico they acted swiftly and professionally. Just as an international governing body should.

Exactly what happened to cause the cancellation of the final day isn't 100 per cent clear. But what is clear is that it was very much a case of outside events affecting the ISDE. Although unlikely, it could have happened in any

country. Giving those who stayed away the ammunition to say 'told you so', the reality of the situation in Mexico is that security really wasn't an issue at all.

Looking back on the whole situation one thing is crystal clear – that the internet is a massively, massively powerful tool nowadays. One that can seemingly make or break an event. For every 'everything will be fine, no-one should worry about security' press release issued by the FIM or event organisers, the web was filled with stories warning of the dangers of travelling to Mexico. Add to that the fact that chatroom gossip and inaccurate information spreads like wildfire and it's easy to see that holding back the tide of negative information is a colossal task.

One other thing that was clear in Mexico is that the event has to start attracting the very best riders and nations again. And soon. With only one of this year's Enduro World Champions competing and with some key nations staying home, the event will never be great unless all are united.

Running the event every two years is one way of increasing the chances of that happening and an option that now seems to be getting talked about by the powers that be. Offering riders and teams the opportunity to 'save up' and organise things for a bi-annual event means the six days might start to mean more resulting in better-supported events, especially if long-haul races are to feature more and more.



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We've got a lot of love for One Industries products here at DBR Towers and most definitely feel the same way about this Defcon Reboot racewear. It's designed and built to the highest specifications like all One Industries products are and looks very striking too with a Tron-like design that'll really make you stand out on the track.

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Supplier: apico.co.uk
Contact: 01282 473190

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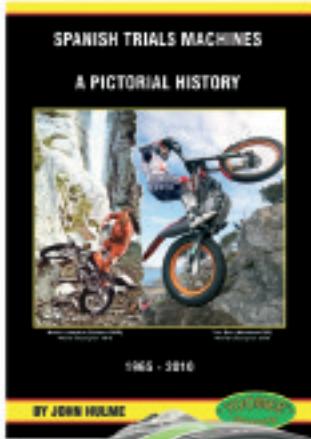
It used to be impossible to obtain genuine Red Bull branded clothing unless you were a sponsored Red Bull athlete and even then it was hard work. But that's all changed now as Kini – the Austrian clothing brand owned by 1984 and '85 250cc world champion Heinz Kinigadner – are chucking out Red Bull branded casual clothing like crazy and it's all available in the UK now through Race FX and their associated dealer network.

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No Fear's Trophee boots often get overlooked by serious racers because of their relatively low price tag but let me assure you that despite the price they're very functional, hard wearing boots that out-perform many items costing twice the price.

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Ever since Leatt neck braces hit the market some years ago owners of the device have been asking 'which chest protector works best with the brace' and unfortunately until now there's not been a particularly good answer. But thankfully Leatt have stepped up to the plate once more and have produced a specific roost guard that fits together with the brace perfectly while operating totally independently. Made mostly from biofoam with some plastic panels the close fitting protector can be worn either under your jersey or over it and has adjustable shoulders for that perfect fit.

Price: £90 (Leatt-Brace not included)
Supplier: Off Road Action
Contact: 01282 473190



PULSE RACING

PROLITE T7 PANEL SCREW KITS

It's quite rare that I get excited by anything as mundane as a bolt set but this Prolite T7 panel screw kit is one of the trickiest things I've seen in a long time. While the weight saving is tiny the bling factor is seriously off the scale which makes them a must-have in my opinion.

Price: £29.99
Supplier: pulseracingproducts.co.uk
Contact: Race FX 0845 450 1448



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Unless you're a moto god like Tony Cairoli nothing ruins your day at the track more than being stuck in third gear after your shift lever has dropped off which is why smart riders – and mechanics – almost always carry a spare shifter in their toolbox. And almost unbelievably it's possible for absolutely everyone to purchase a forged aluminium gear lever from Apico for just a fad over 15 bones so by my reckoning it'd be silly not to have at least one in reserve...

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Contact: 01282 473190

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Here's another new and stunning range of racewear from Fox Racing that's bang on trend as always. The Vortex range of pants, jersey and gloves comes complete with a matching V3 helmet and Proframe chest protector too so you can really go the whole hog and dress yourself in stunning style from head to toe.

Price: V3 Helmet £240 Jersey £43 Pants £140 Glove £28 Proframe chest protector £85
Supplier: foxeurope.com
Contact: 0191 487 6100

PANTHER PUBLISHING

OUT FRONT VINTAGE MOTOCROSS BOOK

Out Front is an awesome 264-page book that features an in-depth look at each and every British champion from the golden era of scrambling – that's from 1960-1974. With a foreword from world champion Jeff Smith, 200 stunning photos as well as a brief overview of the European and world championships from the same time, Out Front is an essential purchase for any fan of off-road racing.

Price: £22.95
Supplier: panther-publishing.com
Contact: 01494 534778



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Price: see website
Supplier: freestylextreme.com
Contact: 0117 967 2240



FAN (FE)MALE!

Etnies Thank you for your fab mag! I first got into MX when I got with my boyfriend two years ago and have recently ridden a bike and have the fever.

I was thinking how can I help spread the MX love? In our house we usually have a copy of DBR each so after reading my copy I'm going to leave it on a train or donate it to my doctor's surgery or nearest takeaway for all to read.

MX is a big competition between me and my boyf and I thought what better way to get one up on him than to ask you gorgeous DBR cats to send me anything you think will help me – hats, stickers, posters, t-shirts or an old mug because I am the bigger DBR fan and his face will be priceless. I could maybe even supply you with a pic of his face for your amusement.

Love to you all and keep up the great work...
Heather, Southampton

Gorgeous cats? Flattery will get you everywhere! So how about some old posters of a scantily clad Tiff in Sutty's Cellar that's Stellar and Cassie looking hot draped over Stu Flock's CRF250? No? Okay, it'll have to be a kicking pair of Etnies Sheckler4 shoes then...

SUPER STONELEIGH!

I'm just back from spending a great day with my kids at the Dirt Bike Show and they're actually stood behind me as I'm writing this, pestering me to send a letter to DBR because they've had such an awesome time.

They loved the action in the Live Arena which they thought was brilliant (and I loved the action on the DBR Live Stage for a different, much blonder, reason!) and did loads of star-spotting. Where else could they see their heroes Tommy Searle and Stephen Sword in the same place on the same day? We must have done 10 laps of the halls and picked up some great bargains along the way including two complete sets of kit at a fraction of what they'd cost in a shop or over the internet.

I know times are hard at the moment for all sorts of businesses but I came away from Stoneleigh feeling very positive about how well the off-road industry is fighting its corner. So well done to everyone behind the show and everyone who supported it by either having a stand or going to visit it.

Calum, Sheffield

We had pride of place in front of the Live Stage (we know what you mean Calum!) and thought that it was a great show. Sure, visitor numbers were down on last year but all-in-all there was a real positive vibe among the standholders and all the members of the paying public we spoke to were having a great time.



INTERIOR DECORATION

Just like to run this idea past you – DBR rugs, now available at all good MX shops! My wife's not too happy to be honest though – MX on the PC, MX on the TV, now MX on the floor...

Baldy, Lisburn NI

Laurence Llewelyn-Bowen would weep. Beautiful Baldy, beautiful...

BAH HUMBUG!

I need your help. I need your help because I think I've turned into a grumpy old bastard. It all started with this cold snap of weather which has basically stopped me from going riding for the past couple of weekends so instead I sit inside and mull over the state of our sport.

With Christmas coming up and funds running low that's maybe not such a bad thing cos if I don't get the wife or bairns their specified quota of Christmas presents then the s**t's gonna hit the fan and I'll get barred from leaving the house on a weekend anyway. I've always felt like I need to ride on a regular basis because it keeps me sane but of late the more time I spend at my local track, the more I find myself getting angrier and angrier.

Don't misunderstand me, I do love riding my bike and I love racing too but I just feel like motocross isn't what it used to be – although that might be more down to my memory than anything else. These days it seems to me like motocross is all about poseurs and their crazy energy drinks and not about the thrill of riding a bike around a rough-ass track while getting roosted by rocks and wearing a s**t-eating grin on your face.

Back in the day we used to race on real tracks on rough terrain as many times a day as possible and we did it on a diet of ham stotties and water. These days nobody wants to race unless the track is billiard-table smooth before practice and there's enough time in between races – sorry I mean scrubbing displays and bum-whip processions – for everyone to mince around snacking on pasta pots and oversize tins of sugary caffeinated pop.

Another thing that pisses me right off is

people riding in the paddock! Why the hell everyone seems to think doing it sidesaddle or with their knee on the footpeg while flat-out in third gear makes it all right is beyond me. Surely with all those 'energy' drinks everyone consumes it would be possible for them to actually push their bikes to the startline and then away from the track after their taxing 10-minute moto with the engine off? Right?

And what's with those hotshots who think that revving their four-strokes on the startline (five minutes before the start of the race I might add) all the way to the rev limiter is acceptable behaviour? I am sick to death of feeling my ear drums vibrate because some sucker feels it necessary to keep his 250F flat-out in neutral. It's always a different story when the gate drops.

Still the more I stay away from the tracks and all these things that annoy me the more I miss it so roll on the big thaw and another year of riding in 2011. Merry Christmas DBR and keep up the good work!

Mr Grumpy, Sunderland

We were going to accuse you of lacking the Christmas spirit but you kinda pulled it back with that last paragraph...



SNOW SURRENDER!

Thought I would send you across a photo of a riding session from today in the snow – it just goes to show we work hard all through the year and nothing stops the team at MXCP!

Ric, Dover

For those of you who haven't heard of it, the Motocross Challenge Project is a Dover-based charity that does great work with kids – it appears they force them to clear the snow off their MX track as well so the adults can go out and play. Skills!

SATISFIED CUSTOMER

Just a quick email to say I've received the prizes from the Thor/Maddo comp! Thanks a bunch – it's quality stuff!

George, via email

You're very welcome mate...



GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at rant@dirtbikerider.co.uk

All letters/emails must be accompanied by a full address. Oh and please don't send emails all in capitals. Cheers!

LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our star prize – this month a pair of **Etnies Sheckler4** shoes.



SHAUN STAR

After a season he'd rather forget, Scottish hero Shaun Simpson moves up to MX1 with LS Motors Honda. We catch up with him on the eve of perhaps his biggest challenge to date...



© Sutty

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competition

Will former world champion Adam Raga be forced to play second fiddle to Toni Bou?



AWESOME INDOOR ACTION!

MAKE A DATE FOR SHEFFIELD ARENA TRIAL

It's the one of the biggest indoor events in the off-road sporting calendar and no matter what your favoured two-wheeled weapon of choice is you can't fail to be amazed by the throttle control, balance and sheer balls of competitors in the Sheffield Indoor Arena Trial.

On Saturday **8th January** the best trials riders on the planet will be heading to the Steel City to battle it out for the coveted King of Sheffield title and with every outdoor world champion since 1997 in action – plus a bumper entry of Brits – it promises to be a night to remember.

A sell-out crowd is expected to watch international big-hitters Toni Bou, Adam Raga, Takahisa Fujinami and Jeroni Fajardo take on living trials legend Dougie Lampkin and his army of battling Brits made up of James Dabill, Michael Brown, Alexz Wigg and junior world champ Jack Challoner.

"Sheffield is in for a night to remember this year," says Neil Crosswaite from organisers Avondale Management. "As always this event delivers the best riders in the world and the toughest sections to amaze the massive crowds and this year is no exception. Spectators will be treated to lots of suspense and thrilling action from start to finish."

Tickets are priced at £32.50 for adults and £22.50 for children under 14. To book yours call the box office on **0114 2565656**.



WIN! WIN! WIN!

SHEFFIELD TICKETS UP FOR GRABS

We've teamed up with the organisers of the Sheffield Indoor Arena Trial to offer lucky readers five pairs of tickets for what promises to be one of the finest feet-up fests of 2011.

Whether you're a hardcore MX rider, a dyed-in-the-wool woods warrior or a fanatical trials fan Sheffield is an event not-to-be-missed and all you need to do to be in with a chance of winning a pair of tickets of your very own is tell us the name of the only Japanese rider ever to win the world outdoor trials championship.

- Is it
- A: Takahisa Fujinami
 - B: Toni Bou
 - C: Adam Raga
 - D: Dougie Lampkin

Think you know the answer? Okay, you need to hook up to www.dirtbikerider.com – use the QR code if you like – and follow the competition link, fill out the required fields, check the terms and conditions box and hit transmit.

The competition closes at noon on **January 4** with the first five correct entries chosen at random getting a pair of tickets. Tickets will be sent out by recorded delivery the following day.



USE MOBILE QR CODE READER



SHOW N' TELL!

THE INTERNATIONAL DIRT BIKE SHOW KICKS OFF FOR FOUR DAYS OF DIRTY DOINGS AT STONELEIGH PARK

Words by Sean Lawless Photos by Sutty

Attendance figures may have been down but spirits were still up after the 2010 International Dirt Bike Show closed at Stoneleigh Park in early November. "I was very pleased with the way the show went and after talking to exhibitors it was felt even though attendance was down slightly it was certainly quality as opposed to quantity," says show organiser Joanne Watson.

"Retailers were happy with the amount of business they did and those showcasing their products were pleased with the interest in them. Visitors that I spoke to were pleased with the amount of free activities that were on offer for their children."

"The final attendance figure of 17,263 equates to a drop of 15 per cent which is in line with the overall fall in the sale of off-road machines this year so a decline in visitors was always on the cards. Last year's show also fell

on the Remembrance Sunday weekend when there are very few events which probably gave us a boost in attendance but the numbers only tell part of the story.

"Exhibitors tell us that interest and takings were up on last year so that has to be good news for the industry looking forward to 2011."

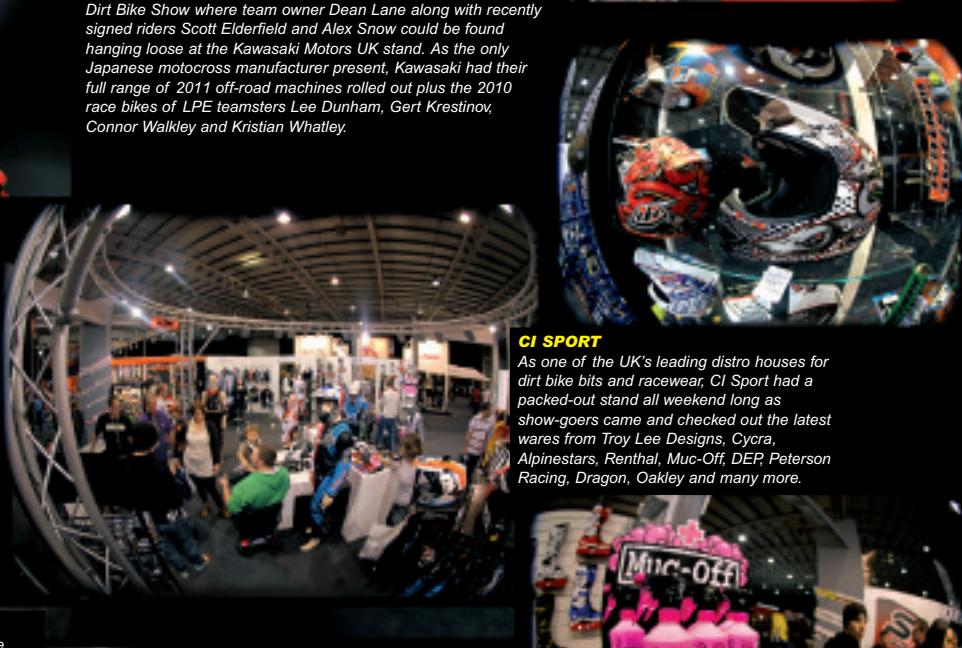
If the show was measured solely on celebrity content then it was as good as ever with no shortage of famous riders wandering around throughout the four days, among them a limping Tommy Searle.

"It's my first time at the show for a few years and it's good to see everyone – you do have the same conversation over and over again but it's good fun to see everyone again and see how they're getting on," says Tommy. "I can't wait for next year. SX is where I want to be at and I've got a good opportunity with Mitch Payton and all those guys – I'm on the best bike there is – and then after that I'm back racing GPs." >>



HOLLIS WHEELS

There were some real bargains to be had at the show including awesome wheel sets from Hollis Engineering that were retailing for a credit crunching £389. If you missed them at Stoneleigh then don't worry because the well built wheels are still available online at that ridiculously cheap as chips price! Check 'em out at www.jbeuk.com now – you won't be sorry you did!



CI SPORT

As one of the UK's leading distro houses for dirt bike bits and racewear, CI Sport had a packed-out stand all weekend long as show-goers came and checked out the latest wares from Troy Lee Designs, Cycra, Alpinestars, Renthal, Muc-Off, DER Peterson Racing, Dragon, Oakley and many more.



**LIL' SCOTT**

It's true what they say about having too much of a good thing and four straight days at the Dirt Bike Show can be enough to drive anyone a little bit potty so it's not surprising that by Sunday afternoon we were looking for extra ways to amuse ourselves. That's where Lil' Scott stepped up and kept us entertained for a wee while as he came with us to meet some peeps and pose for a photo or two...

**Nuno gets all fish-eyed!****BRY MAC'S BIG MAC ATTACK!**

We're not too sure what Bryan MacKenzie had for lunch but 10 hours or so after this picture was taken the recently signed to LPE Kawasaki star seemed to be suffering from some kind of food poisoning or something – weird huh?

**VERTICAL TRIX**

If wheeling static road bikes on rolling roads is your bag then Vertical Trix had just the thing for you. For a nominal fee instructors would teach more or less anyone willing the fine art of popping a wheelie. World Enduro champ David Knight and the very glamorous Katy Bullock went head-to-head for a quick sesh with Katy absolutely kicking Knight's ass. So that's Beauty one, Brawn nil.





O'NEAL

Brand new O'Neal importers FLi Distribution were out in force at Stoneleigh and as well as partying hard all week – check their 2010 Dirt Bike Show blog at www.flidistribution.co.uk for proof of that – were showing off the very latest designs from the US clothing brand as well as this trick-looking RM-Z that'll be used in anger in next year's British Masters by Merge graphic design artist Jack Forrest.



SWORDY N' SON

Stephen Sword's son Ayrton is a real chip off the old block and knows his motocross trivia as well as, if not even better than, his old man. Here he answers a super-tough question – what position did daddy finish in the first moto at each of the last three rounds of the British championship? The answer is of course first – well done that boy...

As always the European manufacturers were out in force at Stoneleigh with plenty of interest centred around the KTM, Husaberg and Husqvarna stands.

"The show's been good with lots of positive interest," reckons Dave Plummer of Husqvarna. "The new 449s are catching people's imagination and the 310 as well. There's a lot of enduro interest as you'd expect with Husqvarna and on the motocross side as well which is positive."

KTM UK Managing Director Shaun Sisteron was equally enthusiastic with his main display stand the first thing visitors to show saw as they came in through the main entrance.

"The show's been fantastic," says Shaun. "This is our core audience and we're just delighted to be here. Really happy with our presence – we've got the main stand and the race truck over there. It looks busy and we're just loving it really. We always have this stand here so visitors see the orange as soon as they walk in and it's our bread and butter so we have to be here."

"Our stands were busy throughout with

lots of good quality customer interest, particularly in our all-new 350 SX-F motocross bike, the recently launched VAT free promotion on our 2011 enduro range and also the Husaberg two-strokes."

Richard Murphy of Racebikebitz reported a 45 per cent increase in turnover over last year's show. "We're chuffed to bits," says Richard. "We found that quality ruled over quantity this year with visitors making considered purchases. In fact many of them had shopping lists so they were visiting the show with a real intent of buying. I really can't fault it."

Adrian Phillips at Fox Head Europe was also impressed. "Yet again a well organised show with plenty of activity for the visitors. Good footfall passed through our stand making the event a valued part of our show calendar."

Ash Kane from Apico International agreed. "The show's been really good with lots of interest. I know business has been tough for everyone this year but hopefully this is a kickstart for a strong end of the year and going strong into 2011."



ROB KINSEY

When he wasn't working on an excellent painting of Dave Watson commissioned by the DBS organisers, 2006 Racer X Artist of the Year Rob Kinsey could be found Googling his own name and surfing the web for pictures of old men on old Maicos – just kiddin' Rob! The motocross industry's favourite brush jockey was actually pretty much flat-out all weekend taking commissions and selling tee shirts and prints aplenty...



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Christophe Pourcel



Asterisk Cell knee brace as ridden by Ryan Dungey and Andrew Short (part of Team USA) winners of MXoN 2010

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"I need to chuck out a deuce!" Too many coffees for Wakker...



GET AHEAD...

...GET A HAT!

One of the must-haves of this year's International Dirt Bike Show was a straw hat being sold from the Dirt Bike Gym stand to raise money for the Dover-based Motocross Challenge Project.

Sponsored by Suzuki, the MXCP is a registered charity that works with groups aged seven to 17 aiming to build self-esteem and helping to give the confidence needed to make decisions about future education and work. For more info go to www.mxcp.co.uk

As well as displaying his innovative products including the Dirt Bike Gym, Spin n' Rock static cycle and Arm Pump Terminator, Managing Director Rex Michau also unveiled his plans to bring a regular supply of New Zealand talent across to race in Britain.

The NZ DBG Race Team will be made up of one MX2 and two MX1 riders aged between 16 and 20 campaigning Suzuki equipment.

"They'll be coming over on what's basically a scholarship supported and promoted by the Dirt Bike Gym team," explains Rex who's also a Kiwi. "They'll race all the Red Bull and British series including the Masters and if their rankings are good enough we'll put them in a couple of GPs. Every year we'll bring a new set or some may stay."



THE SHED OF DREAD

Sutty's '96 CR250 aka The Shed of Dread got p-p-p-plenty of attention over on the outer reaches of the DBR/T+MX stand where people could pore over, pod and poke it to their heart's content. Was it the best bike at the show? The Dawg likes to think so...



DIRTBK



CELEBRITY KARAOKE

Lawless belts out his best rendition of *My Heart Will Go On* while Paul Malin, Stuart Taylor, Matt Bates (who's obviously stood much further back than everyone else hence the perceived difference in height) and Dave Thorpe all wait for the chorus to kick in...



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*After a few hours with Ady
The Bear goes from
wobbler to Knighter*



VIRGIN MIRTH!

FORM AN ORDERLY QUEUE TO TAKE THE MICKEY BLISS AS DBR ART EDITOR ANDREW 'THE BEAR' MARGINSON PREPARES TO POP HIS DIRT BIKE CHERRY AT AN ADY SMITH OFF-ROAD SCHOOL...

WORDS BY THE BEAR PHOTOS BY SUTTY

Up until now my off-road experience has consisted almost entirely of getting buck-wild on my mate's 50cc Puch in a flat field when I was 11 years old. Inevitably, we'd built a jump from a plank and some breeze blocks and, inevitably, I ended up ploughing a furrow across the cows**t covered field with my head. A few years later I had a spell on his fancy pants YZ80 which scared me to death and apart from a few white-knuckle moments on a WRF250 last summer that's been it.

So when an email came into the office from the Ady Smith off-road school asking if DBR had a candidate with little or no off-road experience who'd like a place on one of his training schools the evil bastards I work with volunteered me instantly.

The big day arrives and me, Sutty and Sean head down the M6 towards North Wales in less than perfect conditions. Sutty is here to take photos plus do a bit of pointing and laughing. Sean had taken on a 400-mile round trip to KTM UK to ensure he has a bike and can join in with the pointing and laughing. The wind outside is well above 60mph and torrential rain batters the van from all sides. Toasty warm inside, sandwiched between Sutty and Sean, I'm feeling slightly scared if I'm being totally honest. As in pooping myself. But meeting Ady offers some reassurance – the man's a former British enduro champ and six-time ISDE gold medallist so I'm in safe hands. At least that's what I tell myself...

Once we're kitted up it's time for a rider briefing and then Ady runs through the bikes on offer. The UK's only KTM-backed off-road school, it's no surprise to see that we can ride whatever we like – as long as it's orange – from a 125 EXC up to a booming 530. Looking around the guys on the school, just about everyone is a regular road rider here for a day in the dirt and I reckon I'm the least experienced of the lot so I quickly swing my leg over a user-friendly 200 EXC.

Setting off in a 12-strong convoy deep into the Welsh countryside to get a feel for the bikes, I'm just starting to feel my confidence growing when I have to hang a left on some wet grass, the front wheel washes out and I go down in a heap. We're only 10 minutes into the ride and I'm already cold, wet and covered in mud. And being pointed and laughed at! Skills The Bear!

After catching up with the rest of the guys we're taken to a fairly tame course built specifically for teaching the basics of off-road riding to spanners like me. Ady's an awesome teacher and even though he's talking to a group it all feels very one-on-one with him. First lesson covers throttle and clutch control and how it's much harder to ride a bike off-road slowly than it is to ride an R1 flat-out in a straight line, much to some of the road boys' horror. After a few laps of the course I feel a lot more at ease with the bike and my confidence is growing again. And I don't care about the wind and rain or the fact it's frikkin' freezing – off-road riding isn't a sport for the soft and people that give up easily. >>



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But then we head off up a track which leads high onto the moors and my confidence levels sink slightly as I'm forced to hook a gear higher than second. At the top we stop, spin 180 degrees and move onto the next lesson which is how to go downhill – on wet grass – in control. Having already failed to turn on wet grass I'm not entirely confident but again Ady's teaching skills come through – he doesn't just tell you what to do, he explains why you need to do it and the understanding we all get from this means the learning curve isn't quite as steep as it first appears to be.

All the techniques we're taught start coming together and I'm beginning to get a proper buzz from riding the 200 EXC off-road. Cruising along with Sutty acting as my wingman, I take a moment to look around the vast moors and a smile appears inside my helmet – this is one of the best days I've had since I started working for DBR five years ago. Don't get me wrong, every day at DBR Towers is great but some days are just better than others – mostly the days Sean hasn't had a garlic vindaloo the night before.

Next up Ady teaches us how to corner a bike using the correct body positioning and braking

technique and inside my lid I'm starting to feel all Knighter as my confidence grows and my hairy boys swell. The course is set out in a large triangle which gives us the opportunity to give the bikes a thrashing and Sutty pays me the compliment that the 200 sounds good with me wringing the throttle and going up through the gears. Cheers mate!

By now it's getting close to lunchtime but before we head back towards Ady's base camp there's time for a lesson in tackling cambers using our newly learned throttle and clutch control techniques plus a little bit of footpeg weighting. After ending up on my ear at my first attempt I nail it second time and get a big 'well done' from Ady and Sean. At this point I come across all giddy like I've just brought home a super-good school report to show my parents. Normally my report was full of comments like 'could do better' and 'Andrew is easily distracted' but this time it reads 'The Bear can control a bike well balancing his clutch and throttle and is confident crossing open Welsh moorland'. Yeah, screw you Mr Hutchinson – who needs French and German anyway?

Back down at base camp I wolf down my >>



This is how you do it! Ady gives a demo and then talks through the techniques



DBR TESTED

FOX RACING AWG RACEWEAR >>

It's not very often a product gets DBR tested twice but it's not very often that we come across a product as sweet as Fox's AWG gear. Deputy Dawg sang the stuff's praises earlier in the year and Sean's been using his jacket and trouser combo for the neck-end of 18 months now and he too rates it highly. The jacket's light enough for MTBing and even running and the pants feel as substantial as a pair of regular MX jeans but together offer incredibly effective protection from the worst of the British weather can conjure without steaming you up like a Jake and Sidney pud. At £140 for the pants and £180 for the jacket the price of such prime protection ain't cheap but staying warm and dry when you're up to your spuds in a Welsh bog is priceless.

Supplier: foxeurop.com

RFX ENDURO KIT >>

When you're going off-road riding it's important to rock the right kit because you will be out inside it for a few hours and we all know how quickly the weather can change.

The kit I was wearing was awesome and it made me feel completely at ease while panic revving my way around the Welsh moors. The jacket was lightweight and with fully adjustable waist and cuffs – it fit my huge back and massive arms perfectly. Featuring a blend of top materials including a waterproof Hipora membrane and 900D outer shell it kept me warm and dry all day without me sweating my gonads off, even though I was shattered.

The riding pants featured the same lightweight comfortable construction and with taped seams plus heat and abrasion resistant knee panels these pants are gonna last me a long time and still look cool in years to come. The pants also feature Cargo style pockets for all your spares, maps and tools – but in my case some sandwiches, a quarter of midget gems and a photo of my dog. The 1000D Kordura saddle is designed for total strength and durability. Both jacket and pants have reflective piping because safety is a must.

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I packed lunch and I'm raring to get back out into the rain and mud. A splash of fuel and we're off again – earlier I was hanging back until a few of the more confident riders had got out in front of me but this time I was up there with them. The way you are taught by Ady is brilliant – he chuck's you in at the deep end and the information is drilled home without you realising it. So we're off back up the track that in the morning I was terrified to tackle and I find myself stood up on the pegs thinking I'm racing the Tough One. Riding round in a big group of lads and not feeling like I'm holding them back is awesome – even when Sutty cuts across my front wheel, gives his RM-Z a handful and fills me in with stinky wet Welsh bog. I can see why so many people love off-road racing so much – you soon forget about the s**t weather because you're having so much fun.

The techniques I learned in the morning all come together in the afternoon and I'm tonking through bogs and skipping across the open moorland. Time's flying and so's the group and we're soon at the highest point of the moors being battered by the elements but, like I said,

Mother Nature can bring it on and do her worst – this is just too much fun! But with the night drawing in we start to make our way back to base camp. At the start of the day if I'd been dumped at the top of that moor with the 200EXC and was told to make my way back down I most likely would have curled up into a ball and rocked back and forth until the mountain rescue came to collect me. But with my new off-road skills I take everything in my stride, never once thinking about the weather or that I'm out of my depth.

Back at base camp I'm actually a little gutted the day's over so I sneak off with Sutty and Sean for one last splash through the river before both body and bike get power-washed down. There's just enough time to say thanks again to Ady and all his staff for an awesome day and have a big old gay group shot with the lads.

The purpose of Ady's school is to give established road riders a taste of off-road and – hopefully – tempt them over to the Dirt Side and there's no doubt that a day with Ady and his team has left me wanting more...

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BRACE YOURSELF!

CTi COMPETITION WINNERS GO BACK TO SCHOOL AT APEX WITH BUILDBASE CCM

Words and photos by Nuno Laranjeira

While reading DBR doesn't necessarily make you a winner it definitely heightens your chances of becoming one. And if you don't believe us then why don't you ask any one of the five winners of the recent online competition that we ran in conjunction with CTi knee brace importers Ossur, the Buildbase CCM race team and Apex Motocross practice track.

The dealio was this – all you had to do was answer a simple Stephen Sword-related question, fill in an online form over at DBR dot com and then sit back and wait to hear if you'd won either a pair of custom or off-the-shelf CTi braces plus a day's training at Apex with three-time world champ Dave Thorpe and the CCM squad. Simple eh?

After receiving a few thousand entries we

quickly whittled that number down to five correct ones, the first of which belonged to 17-year-old Jason Bowes who was more than delighted to hear he'd got his hands on the massive prize. "This is the first time I've won any big competitions," says the student from North Yorkshire who's been reading DBR for the past six years or so. "It was amazing when I got the phone call to say I'd won the custom braces and the school – I really couldn't believe it!"

Also joining Jason at the training day were four runners up – Matthew Howarth, Michael Eltham, Jack Watson and wild man Byron Davies – who each won a pair of off-the-shelf braces as well as the day out in Worcestershire. While there's never not a good time to win, for Matthew in particular the timing was just about perfect.

>>



All smiles from Jason Bowes who scooped the big prize - custom CTi braces

Thorpey does Swordy in the silly hats stakes



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"Now I don't believe you wanted to do that..."



Jason styles it up under the watchful eyes of Stephen Sword



"I've wanted some knee braces for a while now so I bid on some second-hand ones on eBay," says Matt. "I missed that particular pair by about £5 so I started looking again but before I'd found any I got the phone call to say that I'd won a pair of CTis – it were really lucky!"

On the subject of lucky, a special mention has to go out to Byron Davies who survived the mother of all crashes on his homemade Suzuki (a 1990 DR350 engine melded together with a plethora of '80s Suzuki chassis parts) then dusted himself down and went on to learn a lot – well done that man! "I got plenty of good advice from the coaches," says the 38-year-old. "They said a lot of what they were teaching us is the basics but they're quite often the things that make all the difference between winning a race and not winning a race. I'm gonna keep everything I've learnt today in mind and use them every time I go practising or racing."

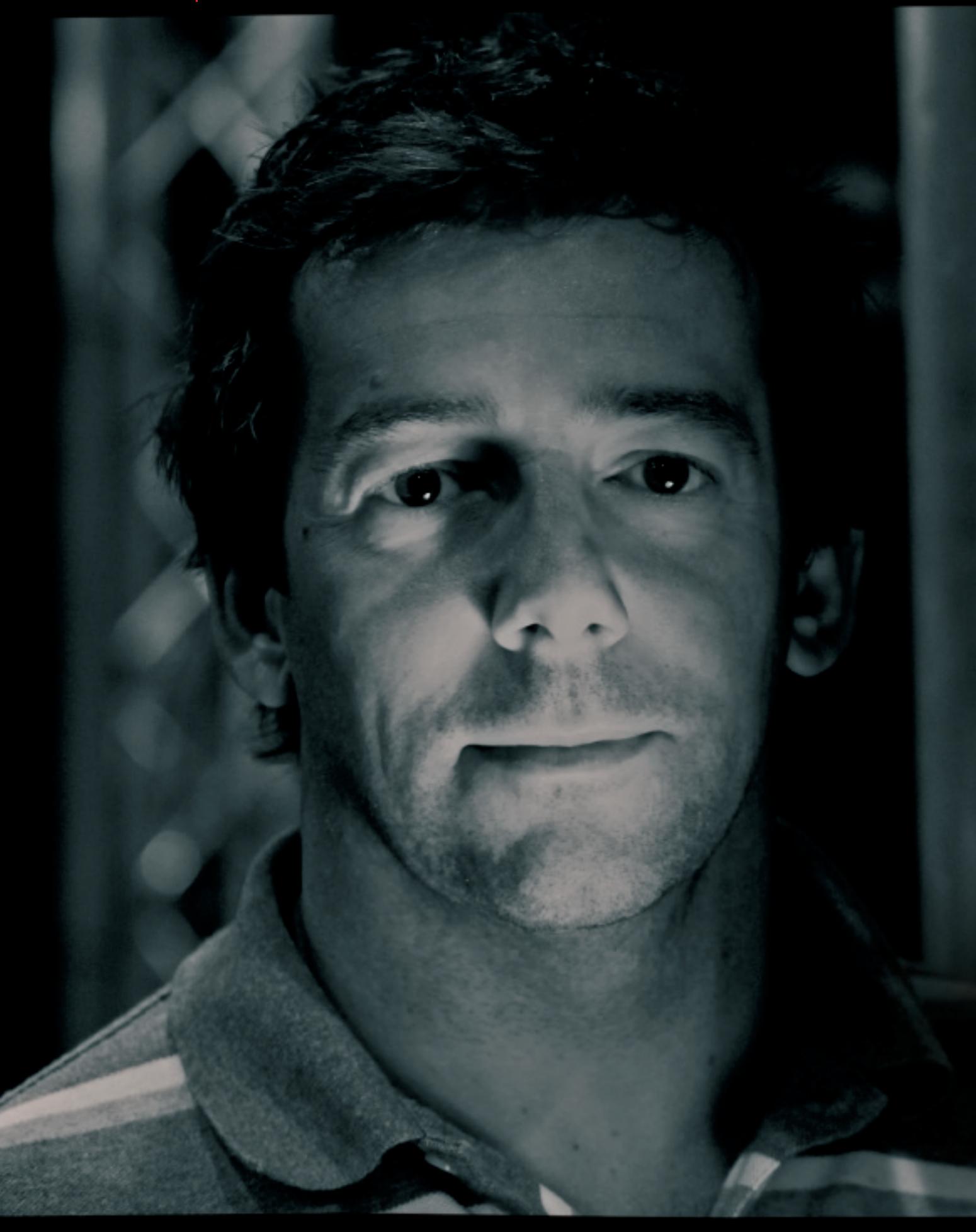
And the CTi braces?

"Yeah, the braces are excellent too. They held my knees firmly, weren't uncomfortable at all to ride in and are very light which is exactly what you want."

That sort of positive feedback – which was forthcoming from all five riders – was music to the ears of Ossur's Marketing Manager Lorraine Sinclair.

"It's always nice to get out of the office but today's been particularly enjoyable," says Lorraine. "We've had some great feedback from the winners today who are mostly using knee braces for the very first time. It's good to hear what they think about riding with the braces after riding without them. One of my personal highlights though was seeing the amount of improvement that all the winners have shown with just one day of training – it really has been amazing!"





STATUS UPDATE!

AT THE START OF THE 2010 SEASON THE MC FEDERATION WAS AIMING TO SHAKE UP THE ESTABLISHMENT AND CHANGE THE WAY WE VIEW OFF-ROAD SPORT. SO HOW'S IT GONE?

Words by Sean Lawless Photos by Sutty and Ian Roxburgh/Events22

The last time I sat down with Matt Bates to talk about his MC Federation, the Red Bull Pro Nationals and what lay in store in 2010 he was in a pretty confrontational mood. "I've got nothing against the ACU and I've got nothing against any other federation," he said. "But that's no reason to say I won't take them on."

That was back in March at the opening round of the Red Bull Pro Nationals at an unseasonably sunny Foxhill. After the rain-soaked Maxxis opener at Little Silver just a few weeks before it was impossible not to be aware of the contrast between the two rival series – one representing the old-school establishment, the other the loud new gang in town with its cool DJs, freestyle displays and festival vibe.

At the time the MCF was barely two years old and just embarking on the second year of the Red Bull Pro Nationals series which was being rolled out for the first time alongside the Fuchs Silkolene two-stroke championship and the Red Bull Elite Youth Cup over nine action-packed weekends. The big idea wasn't just to attract the best riders. Through a carefully orchestrated media campaign Matt and his team planned to attract a mainstream, family audience to each round. By using the expertise he'd gained through his Events22 promotions company he was aiming to take motocross to the masses.

Fast forward to early November and the International Dirt Bike Show and, all muscle-flexing aside, I want to know does Matt feel he has effectively taken on the ACU. And, more importantly, does he think he's exposed motocross to a fresh new audience?

"This year's gone really, really good," says the 39-year-old former GP rider. "Some areas haven't been as successful as we hoped but as we've

only been going for a couple of years every time we run an event at the minute we learn something. All-in-all it's been a really good year, we've had s**tloads of riders which is always good and I think what's really important is that every rider that comes to our events is treated well and comes back and that's testament to what we're trying to do.

"And we've been really good on spectator numbers – and I'm talking new ones to the sport as well as diehard fans – which is what our goal always has to be because we can't just keep cocooning ourselves in this world of motocross and only tell the people who come to the events already that motocross is great because they know that."

But how can he be sure that the spectators through the gates at this year's Red Bull Pro Nationals aren't all motocross fans already and that he's actually hitting his mainstream target audience. There's a simple way and also a more scientific method of working it out.

"I walk around an event on the Sunday and look at who's there and you can quickly work out by what people are wearing what world they come from but we do have a better way of working that out. We do research at every event where on average we'll talk to about 400 people over the weekend and find out what their interests are and currently 61 per cent of our market at the events are motocross enthusiasts and the other 39 per cent are people that have never been before and that's a big number."

So far so good but after heavily promoting an upcoming RBPN round in the track's locality – leaflets in local newspapers is a favoured method – and being rewarded with a 39 per cent turn-out of people new to the sport, how does he measure retention? In other words, how does he know he's turned them on to MX enough >>

The International Dirt Bike Show was a good opportunity for Matt to take stock of his 2010 activities

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to ensure they come back?

"Online ticket sales is where we can accurately track it. A motocross fan would never buy a ticket online – unless it was a grand prix you'd just rock up at the gate and pay there. But at our events we've seen an increase in sales of online tickets. We sold 32,000 tickets this year of which 5,000 were online sales and all of those people have to be new. So we've got all their data and we'll know if they come back."

The Red Bull Pro Nationals and MC Federation are at the forefront of a twin-pronged attempt to change the way we perceive and participate in off-road sport in the UK. And while at first glance the targets may appear to be the same they're actually very different.

"There are two very separate parts to this – you've got Red Bull Pro Nationals with which we're clearly going for the mantle of the best national series in the UK and I think we're there with that. The one thing we don't have is the credibility of being called British championship and we never will have either but I think the world is changing so quickly that in fact these boring titles are going to disappear. Look at the world of action sports like skateboarding and BMX – the best title you can be called is an X Games champion, you're not called a British or

an American champion and I think the Red Bull Pro Nationals title is going to be the one to win and the same for the youth as well."

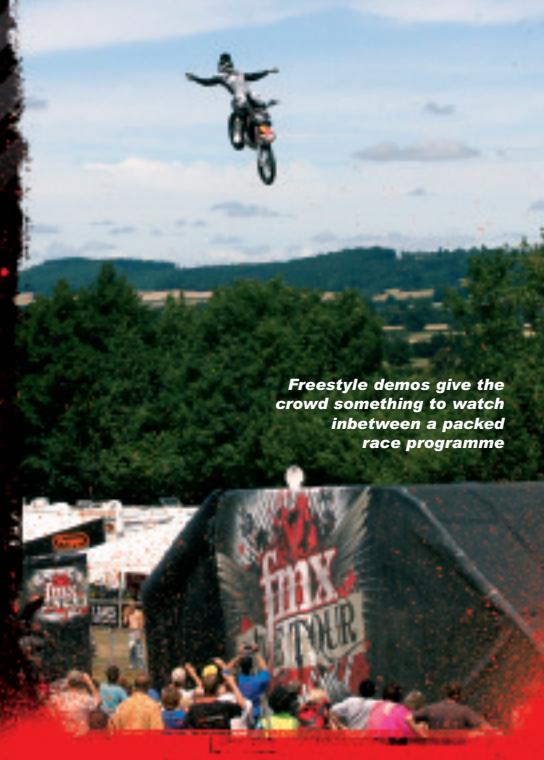
"On the other side you've got the federation and the MC Federation is clearly going straight after the ACU's business – it has to – but we're going after motocross as a sport and we're going for off-road so I'm talking enduro, hare and hounds, everything. Regulating events – that's what it's about."

While the 2010 season has seen the RBPN grow in status and stature, the action-packed programme hasn't been without its critics – most notably from some quarters of the two-stroke fraternity who feel that by being absorbed into the main RBPN weekend they've been downgraded to a supporting role.

"This year was the first time we ran everything together over one weekend and it worked but the downside was that you've almost got too much racing going on. I believe that at an event you need some down-time as well."

"It's difficult to keep everybody happy. Two-stroke riders want two-stroke-only events but two-stroke-only events don't stack up. You can't get enough two-strokes to sustain a whole championship all year and when the numbers start to dwindle the cost of the >>

Freestyle demos give the crowd something to watch inbetween a packed race programme



A family man, Matt wants to put on events he can take his family to

GOING EURO?

A BLUEPRINT FOR ABROAD...

"Red Bull International have said that they really want to support me to create this new series and I think that's because they can see the passion I've got to make this happen. It's just difficult right now because we decided to do it fairly late on and each Red Bull country has to buy into the idea and if it's not in their business plans for 2011 it's hard for them to support it. I believe we're 95 per cent there ready to launch a three-round series but there is a slight possibility we might delay it until 2012."

"This is separate from the Pro Nationals. It's exactly what we're doing now but it's a separate European championship. At the moment we're assessing the situation in Italy, Holland, France and Spain and maybe the last round will be in the UK. The idea behind this is to blueprint the whole Pro National event and then take it to other countries. So when, for example, we go to Italy all the kids and the two-stroke riders will be Italian and the pro side will be riders from all over the world."

"I've spoken to the UK teams and they're supportive of what I'm doing and as long as I can get the calendar right they'll come. I'll need them get there because I can't expect all these teams to just travel out to Italy with their trucks – it's expensive – so we've got to help them do that. But hopefully we'll then get Italian, German, Spanish teams coming over to the UK to race with us."





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"What constitutes a good event is down to the opinion of whoever bought the ticket. As a fan of motocross I want to go and watch a world championship but as a dad to two kids I want to go and take my sons to something that's good entertainment and my kids currently wouldn't be entertained going to a grand prix. I'd be lucky if they'd last an hour before wanting to go home."

"Every event I run I try to look at through the eyes of my children and you've got to have all of these little additions and kind of make these little festivals so mum, kids, dad have all got something to do and you walk away thinking it was a good event, good fun and – most importantly – not feeling ripped off."

"It's all too easy to talk about getting new people to start motocross – that's way down the line. Let's just get some new fans first. That's what we need to start with."



event doesn't get any less. If we didn't have the timing transponders, sound system, the infrastructure we have at events the two-stroke riders would be the first to complain to us that it's not as good as it used to be.

"I believe that two-stroke racing for us should go back to the clubs. Where the two-stroke racing was most successful was when Chris Barker got Craig Elwell to support his championship and had a 125 race at a club event. We developed it from there when there was a boom but that boom isn't there anymore. So it should go back to clubs and that's what we're looking at at the minute with Dave Willet, Mark Eastwood and, hopefully, Chris Barker as well working with our MC Federation clubs."

"There will be two-stroke racing at the Pro Nationals but right now I don't know whether we're going to run Open and 125s and I'm holding back on saying because I want to see what the response is like. At the minute we have about 15 entered in each class and that's not enough to put a two-stroke series together. It's testament to what's out there and unfortunately – and as much as I love two-strokes and if was to go out and buy a bike now I'd buy a two-stroke – it's a dying breed."

"Two-strokes will always be a part of our

James Dunn had a great season on the two-stroke



The 2009 Maxxis champ, Brad Anderson claimed the 2010 MX1 Red Bull Pro National title

championship but it won't big a big a part as it was – it can't be. That's what I'm saying."

While the two-stroke presence over a Pro National weekend looks likely to be reduced, the young stars of the Red Bull Elite Youth Cup will continue to be given the opportunity to showcase their skills alongside the top adult riders at some of the top tracks in the country.

In addition to proven RBPN favourites Canada Heights, Whitby, Wakes Colne and Landrake, the 2011 championship will visit the all-new FatCat Motoparc at Doncaster plus Desertmartin in Northern Ireland and the iconic Hawkstone Park. It's the former GP circuit at Hawkstone that promises to be the stand-out event in the series thanks to some clever thinking.

"We always try and have a flagship event and the big one for me this year is Hawkstone. It's the week after the British GP and the week before the Dutch GP so we've carefully planned it so all the international riders can stay over in the UK and race a sand event before a sand GP."

"I've spoken to Steve Guttridge at Kawasaki and all the teams and Red Bull International and KTM and so on and they all get that, they all understand. They all want to try one of these events so I'm giving them the chance."



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AFTER A NIGHTMARE 2010 SEASON NEV BRADSHAW'S HEADED BACK TO MVR-D – THE FAMILY TEAM WHERE IT MORE OR LESS ALL STARTED FOR THE SPEEDY SOUTH AFRICAN...

Words and photos by **Sutty**

We've all been in that situation where somebody tells you a piece of news that they're absolutely ecstatic about but you feel less than thrilled to hear so you end up nodding and smiling and saying 'that's great news mate' through gritted teeth while thinking the exact opposite, right? I know I have and I can think of at least two occasions when I've experienced this exact thing while talking with Nev Bradshaw.

The freshly turned 27-year-old's been resident in the UK for the past seven years now since rocking up in time for the 2004 British outdoor season which he started with the Planet KTM team but ended firmly nestled in the MVR-D Suzuki – or Motovision as it was known back then – squad. Another two years on yellow machinery with the Chamberlain crew followed by a somewhat disappointing season on a PAR Honda brings us conveniently to awkward conversation #1...

Although I can't remember exactly what was said – and sure as hell don't have it recorded on a Dictaphone or owt – I recall feeling a little bit surprised to hear that Nev was planning on moving back to MX2 with a completely unheard of privateer Honda set-up that was based somewhere in deepest Cambridgeshire. At the time I remember thinking that it sounded too good to be actually true but I gave it the 'that's great news mate' line anyway as I didn't want to come

across as a negative Nancy.

Luckily, I was dead wrong and the hook up with the DB Racing team proved to be the absolute best move ever for Bradshaw who immediately bonded as well with team owners David Bright and his partner Vicki as he did the superfast Evo-Tech-tuned Honda that they armed him with.

"Those were good times," says Nev. "That team is all about going to the races to win. If I wanted anything it was there. I didn't ask for much because the stuff we had from the beginning was good but I could've said to him we need this pipe to win and it would have been there the next day. He always wanted to get stuff better and better. We might not have had the flashiest set up – we had a seven-and-a-half ton truck that just looked like a big white van – because the bike was the most important thing to those guys but we still went racing and we did good."

While year one on the DB Racing Honda looked promising enough the second was stellar. After sealing the deal in the MX2 class of the Red Bull Pro Nationals – Nev's first and so far only major professional championship win in Europe – the team entered the final round of the Maxxis series with Bradshaw firmly sat in second spot. While Scotsman Stephen Sword had already wrapped up the title one round previous, Nev had a four-point lead over Jake Nicholls with just two points-paying motos left to run.

And when the gate dropped for the first race on judgement day Bradshaw immediately jumped into second place behind team-mate Michael Phillips while Nicholls ran fifth. But while you might think that the Kiwi would have let his team-mate by and then ridden shotgun for the remainder of the race, Phillips had a very different agenda which resulted in Bradshaw being held up for three laps before the two DB teamsters eventually clashed with both riders hitting the deck. Only able to scrape back through to 19th place the lost points in that race meant Nicholls was able to claim second in the series while Bradshaw took home the bronze medal.

"What Michael did that day bummed me out. When you get two people in a team competing quite closely it can work one of two ways – it can either be good for you or work against you. I feel that to be good it has to be managed right and the situation with Michael wasn't managed right at all. To be fair Dave did ask him to help me win the Red Bull title on a couple of occasions but he chose not to. Luckily, I was still able to win that one without his help. What he did at the Maxxis though...that was a really bad day and it translated into a bad year because of the decision it led me to make."

Turning his back on the DB Racing squad who were keen to continue working with him through 2010 and beyond, Nev finally signed for the >>

| profile

*Nev made his return to
Mark Chamberlain's
MVR-D team at the
Belfast Supercross*



The South African enjoys racing indoors and feels he missed out last winter



TWEET-A-HOLIC!

KEEPING THE WORLD DIGITALLY STIMULATED HALF-A-DAY AT A TIME...

For somebody who claims that he "doesn't go on it all that often" Nev's actually a pretty active tweeter updating his miniblog on average around twice a day. To keep up to speed with what's going on in The Beast's life log on to www.twitter.com/nevsta272 where you'll come across such tweets as 'The best thing about winter in the UK... Sunday roast. Mmmm' and 'How random to see the king of motocross on a beach in Lanzarote...'



Nev had two stellar years
with DB Racing Honda



It was a tough season for Nev in 2010 on the Samsung Yamaha

Samsung Yamaha team which led to another 'that's great news mate' moment – not because I think that the Samsung team isn't any good but more because I felt that Nev's instinctual need to be an individual wouldn't fit in well with the corporate attitude that Embo's team exudes.

And even before the relationship had time to blossom team management barred Nev from racing the British supercross series – a championship that the South African always excels in and obviously enjoys. "I don't know why Roy didn't want me to do the supercross races while my team-mate Ben LaMay could do them. I really like racing indoors because for me it helps build my confidence and means I continue racing through the winter which is good for me – it's also a good opportunity to earn some extra money too."

A super early start to the 2010 season and a lack of indoor racing over the winter might help explain why Bradshaw was a little ring rusty come the Maxxis season opener in February. "I had a few little crashes that day

and ended up 12th overall but for the second round we changed a few things around and I finished fourth. That was the round where Roczen and Tonus rode so fourth was as good as a second. While the results weren't too bad for sure I knew something was wrong because I felt weak halfway through the races – it turns out I'd picked up a virus during winter training.

"I then had a big crash at round three of the Maxxis in Scotland and messed up my shoulder real bad, then I had another big crash the week after at the Red Bull Pro Nationals because I couldn't hold on properly. I was only racing there because I was three points off the lead in that championship and I wanted to stay in the hunt. Anyway, in that one I pulled my head so far forward that the ligament pulled the tip of the bone away from my T7 vertebrae – I tried to ride with that but the pain was just so bad."

With the injuries building up and the virus also taking its toll things eventually came to a head at Lyng. "I got taken out quite badly and got hurt again. At that point I decided it was

time to take some time off, recover and come back properly. I did absolutely nothing for maybe six weeks. Every time I tried to train I'd feel really bad.

"When I came back at Foxhill for the British championship I had two thirds straight off the bat and if it hadn't been for a silly crash on the last lap of the last race I'd have been second overall. I actually did get second overall one round later at Farleigh – Steve Payne spent a lot of time working on the bike and he had it working really well for me – and at that point in the season I was beginning to really enjoy riding the bike.

"It's not all been bad though and I have had some good rides this year but generally speaking things just never gelled although I'm not too sure why. My mechanic Jon Giffard worked really hard and always gave 100 per cent and Steve Payne is an awesome engine builder. I always felt like I had all the tools to do the job but at the same time it felt like something was missing – maybe the outlook of the team or maybe just the vibe. >>

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All I know is that I did the best I could every time the gate dropped right up until the chequered flag flew and I was able to come away holding my head up high because I know that it was the best I could do this season."

With another year at Samsung Yamaha never an option Nev had to search out a new deal for 2011 and as it turns out he's headed back to the MVR-D team which, like Bradshaw, have had little to celebrate in 2010 which makes the task ahead seem even harder – but that doesn't phase Nev one bit.

"Through my whole life I've always been an underdog. Even when I was racing in South Africa people thought that because we didn't have everything but I'm a guy who doesn't like all the flash stuff – I just want the basics. If you give me what I need to do my job and that means working out of the back of a Transit with an EZ-UP then I'm pumped just as long as I've got good people around me. It doesn't matter to me what the truck and the awning is like just so long as everything inside is good in there."

"When you go into a big flash team there are a lot of expectations and people automatically

assume that you're going to go a lot better than you did the year before but that all depends on what your motivation for racing is. If your motivation is to go there and look good and have a good set-up then those guys are doing a great job but to go racing and put everything you have into winning races, that's the ultimate place to be."

"That's why I'm pumped to be with MVR-D again. I've spent three years with them before and they were the most enjoyable three years of my career. You've only got to look at Mark Chamberlain on a race day to know where his heart is. It's unbelievable how much passion he has for the sport and I think that if Mark works with me as a rider like he has with so many other riders it will definitely bring me on."

"Mark knows so much about racing and stuff and he's the kind of guy I can speak to about anything. The way it's been in the past with Mark is that if I've ever had a problem he's put me in touch with the right people to deal with it and I think that it's all those little things that help make MVR-D such a great team and with a team like that it's possible to get some great results."



SEAT BOUNCIN'!

THE CROCK STAR SHOWS YOU HOW TO TAKE IT SITTING DOWN...

WORDS BY GORDON CROCKARD PHOTOS BY SUTTY

With three British Open titles and four GP wins to his name, Gordon Crockard is a bona fide motocross legend – and now he's sharing his secrets with DBR readers. Every month the Crock Star will run through an essential technique for everyone's racing repertoire – this month he's showing y'all how to seat bounce a jump. And when you've read and digested his ninth lesson hook up to www.dirtbikerider.com for a video demo of how to do it...



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"The two factors that control how your bike will fly through the air are body position on the bike and also throttle application on the take-off ramp face. This series of shots demonstrates the technique of being seated during take-off. In some cases on the track you may come to find a situation where you have no option other than to be seated – for instance, a jump on the exit of a turn where you don't have time to get stood up before you hit it.

"It is vital that you sit far enough forward on the seat so you're positioned in front of the rear shock. If you sit too far back on the seat then the rear shock will compress when you hit the face of the jump. Once compressed the shock will then rebound as the bike becomes light on take-off. This will spring your body forwards and upwards over the bars which you don't want. Plus it will make the rear of the bike spring high and send your flight into a nosediving direction. You don't want that to happen."

either – trust me, that would suck majorly.

"I recommend having your ass in front of the shock and lean yourself backwards. Experiment with the differences in what happens when you sit in different positions on the seat. Do it on a very small scale at slow speed to learn the value of my point in a safe scenario where you are not going to hurt yourself."

"Throttle application, timing, and volume are vital to get right. Not enough or too late will create a nosedive flight. Too much acceleration will make the bike fly front wheel high and invite a loop-out crash. Progressive acceleration is a requirement that must happen. Being in the right gear so that the engine will be allowed to do that is important. Do not use your clutch – if you have to then you need to go down a gear."

"As the face of the jump ramp steepens you need to apply more throttle to keep the acceleration increasing and

the engine rpm building. Be aware of the traction available and respect the possibility of wheelspin. Take caution in the case of wheelspin as losing drive means you no longer are accelerating and a nosedive will be the result."

"I remain seated for landing in the photo stream you can see on this page. Depending on what is following on the track ahead then you can choose either to sit or stand on landing. Land with the gas on already, unless there is a corner which requires you to be braking for."

"Take consideration of all of the dangers presented in any jump activity – and if you concentrate on the take-off then landing will happen all on its own."

"Good luck and stay safe."

For video footage of Gordy's seat bounce technique go to www.dirtbikerider.com or run your smartphone over this 'ere QR code..."

DANGER TOURS!

SURVIVING LANDSLIDES, DRUNKEN MOBS AND KILLER ARM-PUMP ON THE TRAILS OF PAPUA NEW GUINEA

Words and pictures by Ian Neubauer

In World War 2, wounded Australian soldiers fighting the Japanese in Papua New Guinea were carried to safety by friendly and fearless native stretcher-bearers the Aussies nicknamed Fuzzy Wuzzy Angels – men who went above and beyond the call of duty to help strangers in need. During a recent trip to Papua New Guinea I encountered my own Fuzzy Wuzzies – a group of PNG-based trail riders who took time out to show me their beautiful part of the world...

WARMING UP

"Let's go have some fun," says Peter Jackson, President of the Port Moresby Motorcycle Club, as we tear out of his razor wire-enclosed apartment complex on a couple of WRF450s – one on loan from his best mate Jason James. I'd just spent three of the craziest days of my life as Peter's guest in Port Moresby, meeting all sorts of abnormal characters and patronising an array of seedy bars. But with the weekend upon us it was time to explore the countryside.

Five minutes later we're scooting down a heavily potholed coastal road dodging trucks, SUVs and overloaded minibuses. Papua New Guinea has the worse road accident statistics in the Western Pacific with 4,000 fatalities per year. Peter narrowly avoids joining their ranks when an oncoming vehicle swerves across the road, forcing a minibus in front of him to slam on the brakes at 100kph. Peter's bike fishtails wildly and I'm sure he's going to eat it but luckily he comes to an upright stop.

But while the drivers may be out to scalp us, pedestrians and children love us to bits. "Up him!" they yell, making the sign for a wheelie. There are next to no motorbikes in this country so the sight of kitted-up blokes on big-bore bikes here is the equivalent of seeing stormtroopers cruising around on hoverbikes back home.

We detour onto a clay road that leads to Idlers Bay and the Basilisk Gun Battery – large concrete bunkers built by Allied soldiers during WW2. We then turn inland, along a wide dirt road that leads to a dry lakebed edged by thick green jungle for a brief taste of the wild PNG before roads, bunkers and bikes came along.

The next day we cruise over to the Car Club, HQ for the Port Moresby Motorcycle Club. Eight other riders

greet us on arrival including expats from South Africa, New Zealand and the UK. The youngest is Jack Paton, a 12-year-old Kiwi nipper mounted on a Honda CRF150. I'm also on a CRF but mine's a 250 on loan from yet another generous member of this tight-knit bunch of blokes.

"Can you all please take care not to raise any dust in the air or spit rocks out of the back of your bikes," says sweep rider Chris Pevy who's non-stop with the jokes. But he's serious about following through with his responsibility, making sure no-one gets left behind or loses stuff on the road.

A few kicks out of town we detour onto a dirt track that fords a creek and spits us out on Snake Road on the west side of town. True to its name it snakes through the countryside, climbing high into the mountains surrounding Port Moresby and the coast.

After refuelling at the Kokoda Inn we detour onto a slippery limestone road. The Owen Stanley ranges are now visible before us which look like the Blue Mountains back home in Australia only five times as big. The road ends at a grassy hilltop called Owens Corner – the starting point for trekkers doing the Kokoda Trail. It's been an amazing couple of days and an excellent warm up for the next leg of my journey which will take me into the Highlands of PNG.

But there are no roads connecting it to the capital so I'm going to fly to Lae on the east coast...

HARDEN THE F**K UP!

I'm picked up at Lae Airport by Peter 'Tossa' Boyd, president of the Moresby Motorcycle Club. In the back of his ute is his never-used WRF450 and a haggard but powerful CRF450 for me. After a quick breakfast we head straight into the Highlands. At first I'm disappointed to hear we're doing the first bit – a 300km sprint up the Highlands Highway – in the ute. But after a few minutes on the road I'm glad as half of it is basically one straight road.

Tossa tells me about a mate of his who clocked 300kph along here on a Suzuki Hayabusa GSXR1300, the fastest production bike in the world. "He knows where all the potholes are but I'd hate to see what happens if he hits one of these hawks," he says, pointing at the birds scavenging road kill. "One slammed into my

>>

DANGER TOURS!



Ian Neubauer enjoys a photo opportunity with his new friends in Papua New Guinea



windscreen a few weeks ago and it wasn't pretty."

It's late in the morning when we reach Goroka where we rendezvous with seven local riders Tossa wrangled into coming along. Among them are Rahui Reeves from New Zealand and Joeri Kalwij from Holland as well as New Guinean wheelie-fanatic Daniel Hargraves, the tank of a man who starred alongside Charley Boorman in the PNG episode of his 2009 travel series 'By Any Means – Sydney to Tokyo'.

They lead us to Goroka's outskirts and a fire trail that winds up the face of a valley of pines. A few kilometres in it degrades into a steep enduro loop carpeted in pine needles and metre-high elephant grass. Logs, rocks and muddy ruts are concealed within the only clean lines hugging 100m cliffs.

After crossing a particularly tricky stream I get a cramp in my right thumb. It locks against my palm and have to dismount and use my other hand to unlock it. An old lady – one of many friendly villagers cheering us along – pulls it gently to get the blood flowing again. "Wonder what else she can pull with those skills," I say to the guys. We laugh but the old girl understands and she laughs, too, pecking a kiss on my helmet when I ride off.

After reaching a summit we begin our descent down Clay Hill. The next two hours prove to be the hardest in my life as I work every muscle in my body while navigating man-size ruts, collapsing bridges, boulder fields and super-steep muddy inclines – all in 30-degree

heat. My left thumb also locks – as do four of my fingers – and I get a savage case of arm-pump on either side. Some of the other guys get it too. "My hand cramped up and got stuck on the throttle when I was cranking it in third," says Rahui. "If I hadn't hit the kill switch I would've gone straight off a cliff!"

Next up my left calf cramps as do the toes on my right foot. I can't stand on the pegs and I'm going slow as buggery, holding up the other guys in the group. "I can't go on," I tell Daniel who's now riding sweep behind me. "Harden the f**k up!" he yells, charging off and spitting muddy roost in my face.

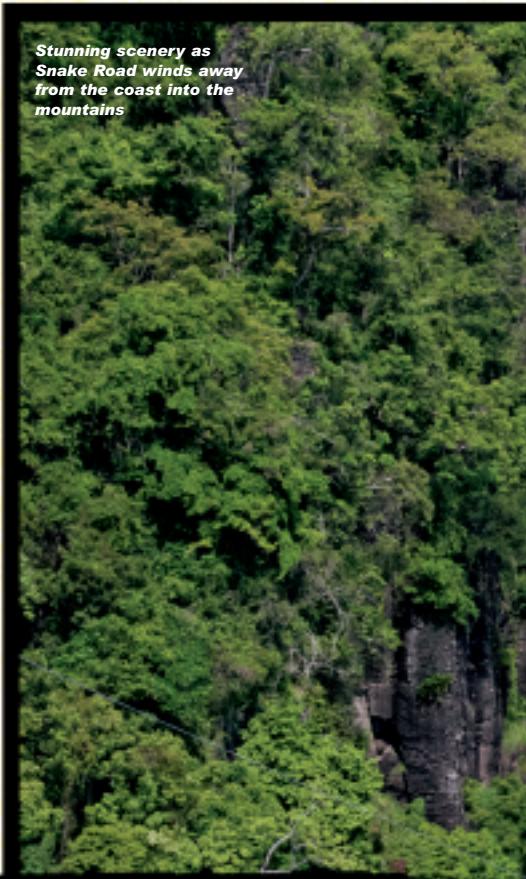
Daniel's motivational tactic works a treat. I bite through the pain for the next half hour until we hit the Highlands Highway for a refuel stop.

THE GAUNTLET

My dream of wide, unbroken bitumen is shaken to bits along what should be called the MX Highway. Landslides have washed huge chunks of road into deep troughs broken by turbulent rivers and I crap myself going over the gravelly remains. Armour-plated fuel tankers charge around blind corners and the roadside is dotted with the twisted shells of burned-out utes. It's like a scene out of Mad Max but it happens to be real.

Half-an-hour later we reach Kundiawa, the provincial capital of Simbu Province. If Port Moresby is a s**thole then Kundiawa is the gate to hell – and the gate's been left wide open. Unlike the friendlies that mobbed us with >>

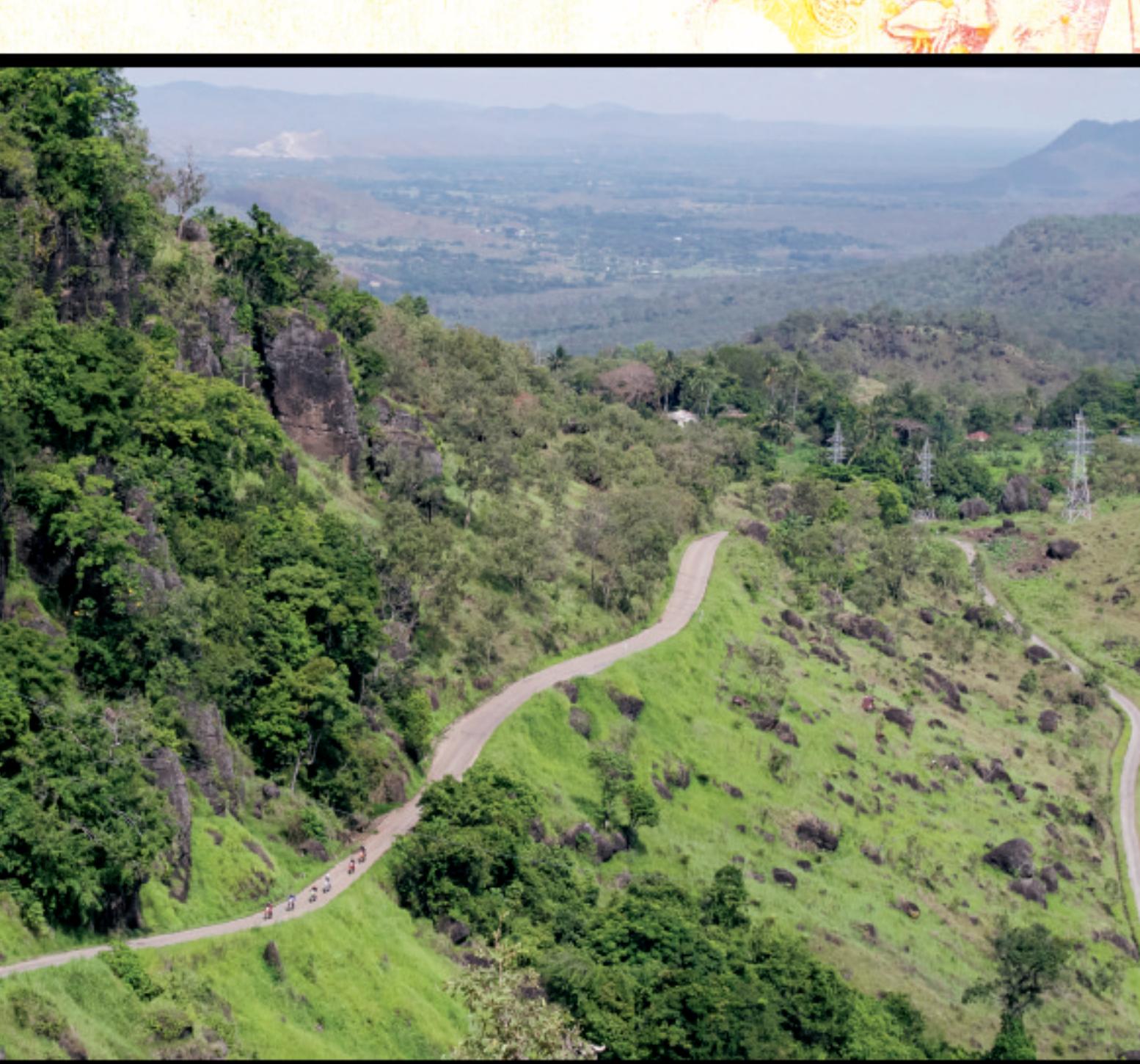
Stunning scenery as Snake Road winds away from the coast into the mountains



Bridge timbers are often looted making river crossings dangerous



DANGER TOURS!



With Port Moresby MC
President Peter Jackson

THE WILD BUNCH!

MINE HOSTS >>

Known as the drinking club with a motorcycle problem, the Port Moresby Motorcycle Club was formed in 2004 by Australian Peter Jackson.

"There were quite a few guys riding here but nothing formal so we started meeting every Sunday to go out and explore the countryside. In 2005 we held our first enduro, the Queen's Birthday Off-Road Rally. It really rejuvenated the guys here and we now have 43 members in Port Moresby and about the same number again in Lae on the other side of the country, only they're called the Moresby Motorcycle Club."

The club's proudest moment came in 2007 when seven of its members entered the Finke Desert Race – Australia's longest-running desert race. Their top finisher was Daniel Hargraves who came 109 out of a field of 477 despite never having ridden on sand before.



**IF RYAN
DUNGEY
BECAME
CHAMPION
ON LAST
YEAR'S
MODEL**

**WHAT CAN
YOU DO ON
THIS YEAR'S?**

RM-Z450: 2010 AMA World Supercross Championship

RM-Z450: 2010 AMA Motocross Championship

RM-Z250: 2010 ADAC MX Masters Championship

The 2010 RM-Zs have proved their race winning pedigree. Now for 2011 we've raised our game even higher, and to keep them at the top we've made a few tweaks: RM-Z450 increased compression ratio, from 12.2:1 to 12.5:1 with modified intake and exhaust port timing. Added fuel injection coupler system (lean & rich couplers provided with the machine from new). Oh and just for good measure new graphics. They've landed now!



FOR MORE INFORMATION ON THE NEW 2011 MODELS
VISIT WWW.SUZUKI.CO.UK OR CALL 0500 011 959





Taking five outside a traditional PNG round house

DANGER ZONE!

IS IT SAFE?

The simple answer is no. The newspapers are full of stories of heinous crimes with daily headlines like "Trio Hacked to Pieces", "Cop Shot Dead" and "Fifteen Convicted Killers Escape from Jail".

Gangs of unemployed youths called raskols run riot around the country while tribal warfare and payback killings are regular fare. But make the slightest effort to befriend a New Guinean and you'll realise they are warm, intelligent people who'll go out of the way to make you feel at home.

I spent three weeks in the country and never had a problem while Australian Frank Butler rode solo across PNG and had a whale of a time. To read about his adventures visit www.mrbeem.com

DANGER ZONE

Ian enjoys a spot of trailside massage



handshakes in the villages, these guys look like they want to mob us for real. Tossa gets pickpocketed and a Highlander the size of a refrigerator tries to pick a fight with Daniel who, unbeknown to his would-be-assailant, is packing a nine-millimetre under his shirt.

But instead of going Charles Bronson he pulls off a huge wheelie show. They cheer like crazy and so it seems Daniel's won them over and the rest of us have been taken off the main course. "If you draw a gun here you have to be prepared to use it," Daniel says. "Otherwise, you're dead."

A muddy track out of Kundiawa marks the last – and toughest – leg of our journey. The dreaded Kengsugl Road. It leads to Betty's Lodge, a small bed and breakfast at the foothills of Mount Wilhelm, the highest mountain in mainland PNG. Betty's is only 45km away but we have just 90 minutes to get there before dark and three of us are without working headlights. To make things worse, it starts raining heavily

and the surface becomes a downhill flowing stream. My goggles fog up, I'm soaked and shivering, my Camelbak has run dry and my hands won't stop cramping up. We also have to dodge stone-throwing children, wandering drunkards and logs put on the road by would-be muggers trying to ambush us.

At one village we're forced to charge at high speed through a kilometre-long human gauntlet. The crowd of thousands leaves us just a foot on each side of our bikes, hands reaching out at us like suntanned zombies. I cop a hard slap on the back from some dickhead and Joeri gets whacked with a branch that leaves a big red welt on his arm. More problems delay us further on where looters have stripped the wood off a bridge and we have to walk our bikes across the slippery steel skeleton.

Despite it all we rock up at Betty's a few minutes before dusk. My whole body is aching but like most things in life it's nothing a hot shower and a cold beer won't fix...



JUNIOR JUICER!

LIGHT, LITHE AND PACKING A PRETTY POTENT PUNCH, KTM'S 150XC IS A WORTHY ADDITION TO THE EVER-EXPANDING ORANGE ARSENAL...

Words by Geoff Walker Photo by Sutty

Once again KTM have pushed the range size of their off-road bikes to new levels with another machine to take on the challenge of the ever more popular cross country racing scene here in the UK.

The idea of a XC-style bike is to cross a full-on MX machine with a full-on enduro bike to get the best of both worlds. The KTM 150XC is aimed at the smaller and livelier rider with a view to offering a seriously light bike which makes enough power to tackle the differing terrains of modern cross country races.

This bike isn't really made for a man my size but sometimes it's good to test a bike's capabilities when it is under extreme load and trust me, my size puts a bike like this under pressure... Add to that the equally large frame of Mr Lawless testing the bike in the wilds of Wales on an Ady Smith training day and this bike is earning its stripes.

I have to say I was expecting the 150 to be a bit of a hard work ride as the power would have to be just right to make it perform on both the MX track and my enduro loop at Marshfield. The first thing I noticed with the bike was the weight, or rather the lack of it. The bike does seem to weigh next to nothing and this will bring smiles to the faces of riders who choose to part with their hard-earned dosh for the joy of being able to simply lift their bike over an obstacle or off themselves and then crack on with their ride.

It's easy to forget just how light and nimble a little two-stroke can be and this of course adds to the fun factor. I took this bike from brand new at KTM UK and slowly ran it in over a couple of days to make sure it was perfect before cutting it loose on both tracks at the Marsh.

The motor grew in power as it ran in and loosened up and the feeling from the engine was easy to read as the power would grow from the bottom with a smooth and linear feel, followed pretty smoothly into the powerband which would make the XC start to sing its merry tune. And what a delightful tune that is. The one-fiddy barks out its orders to the back wheel and when it gets up a head of steam you really do get moving.

This bike is an absolute blast to ride around the MX track and it pulled well from the bottom of the hills. It took me a few sessions to get to grips with the thrashing the 150 required to get the best from it on the track but once the aggressive mojo was in place the bike was a different animal altogether and I started to enjoy every metre of dirt, every berm, rut and bump. To say this little bundle of screaming two-stroke power liked to be ridden hard is an understatement. This, however, is not the whole story with the 150XC.

To be a true cross country bike it must have low-down useable power when the throttle is first rolled on to help the rider find grip in difficult and slippery conditions over rocks, roots and slick going. The 150 has a good amount of roll-on power and it was in the tougher sections of the enduro loop where the bike came into its own.

With the light feel and the roll-on power the bike would easily pull from nothing to ease me out of the most slippery, low-speed sections of track. The XC specific gearbox allowed every situation to be coped with from the very slowest trials style parts of the track to the wide open, high-speed sections. This bike is so new into the UK that KTM don't have the exact spec on the gear ratios but as usual the orange crew seem to have found the correct blend of ratios to work in harmony

with the power running to the back wheel.

The 11-litre fuel tank is also a priceless additive when you are in the groove on a three-hour race and find you don't have to stop every half-hour. This beast of a fuel tank should allow you to run a three-hour race with only two or possibly even just the one stop.

When it comes to the working parts of the chassis and controls the usual high standards are retained with this new model. The shock is set slightly harder than EXC models and the twin chamber forks are a step above the enduro models. The harder settings in both shock and forks make attacking every obstacle fun and even at full gas on the MX track I only bottomed out a couple of times.

If anything the units at the front and rear would be a tad hard for the targeted rider of this model but the suspension reacts well to change so with a little softening and more running time the chassis would bed in and make life even easier. The stock 18 and 21 inch Bridgestone tyres perform well with the help of the useable engine and chassis package but if you are hitting the tracks of the UK you will want to change the rubber and go for a slightly softer terrain type tyre to keep you stuck to the often soaking ground.

Throttle action is featherlight and the front Brembo brake is great for feel but as with all KTM's the rear brake takes a little while to get used to as it is quite sharp. The overall look of the bike is pleasing to me and when riding I didn't catch my boots or kit on any plastics or other parts.

To conclude my test of the KTM 150XC I would have to say another well done to the folks in orange for being on the ball and providing a bike for a specific and rapidly growing part of our sporting group. Nimble, light, easy to maintain and – above all else – great fun to ride on a track or in the woods.



*For a 150cc machine
the little KTM can pull
some pretty heavy
Lawless-sized loads...*



ROCKETWORLD!

IN DEEPEST DORSET THERE'S AN OFF-ROAD FACILITY THAT BRINGS MX, FMX AND EXTREME ENDURO TOGETHER – AND THEN THROWS IN A LAKE JUMP FOR GOOD MEASURE. LADIES AND GENTLEMEN, BOYS AND GIRLS – WELCOME TO ROCKETWORLD...

WORDS AND PHOTOS BY JONATHAN WILLIAMS



F

reestyle motocross rider turned track builder Chris Rose has created a haven for off-road riding with his Rocketworld facility. Jonathan Williams paid Chris – aka Rocket – a visit to check out what's going down in deepest Dorset...

DBR: So Rocket, how did you get started in the sport?

ROCKET: "Well my dad bought me an Italjet 50 when I was four, I would potter round the field but used to get a bit too excited so dad would tie a rope around my waist and when I went too fast he used to pull me off the back! He had to do that a few times until I stopped getting cocky.

"Then when I was six he took me along to a race meeting but that scared me a bit so I probably didn't race again until I was about 11.

Then I did the south west schoolboy stuff and stopped racing when I was 18."

DBR: That's pretty young to be knocking it on the head...

ROCKET: "As usual women and drinking took priority in my life for a few years until I got back from a holiday in Australia and decided to build myself a freestyle ramp probably around 2002. I rode that for a while and started doing shows with Gary Norman around the country with a mobile ramp and landing that I built which Jamie Squibb now uses but got shafted by the promoters which is the same story for most of the British freestyle riders back then so called it a day with the shows.

"Luckily I worked at a steel factory and the boss had the land for me to put my ramps on and start building a track which is what you see here today." [>>](#)

special feature

*"Up above the streets and houses, Rocket flying high!"
Chris practices what he preaches...*



DBR: Where did the name Rocket come from?

ROCKET: "That came from my mate Jon Pitman. I was on my way to watch him race on my Yamaha R6. I went through a speed camera a little too fast and later that week I got chased by the police while riding a C90 moped."

DBR: So what does Rocketworld consist of?

ROCKET: "Well we've got the motocross track which has pretty much every sort of obstacle you can find on a modern day track – big table tops, step-ups, hip jumps and split lane rhythm sections. I have an extreme enduro course which includes a see-saw, rock sections, big tyres and flat-bed lorry trailers to ride through and tackle. Then there's five freestyle ramps of all shapes and sizes and a newly created lake jump which is loads of fun and a great way to cool off if we get any hot weather."

DBR: That's a lot of work – how long has it taken to do?

ROCKET: "Building the track, putting fencing in and drainage etc probably took me around 400 to 450 hours. After a practice day it probably takes me around 20 hours to get it in prime condition again."

DBR: People don't realise how much work goes into it but it pays off, right? I've seen you driving around in a Merc van with 20-inch chrome wheels.

ROCKET: "Ha! That was the good old days! I've now got a 16-month-old son and an old Peugeot 306 family wagon. Oh and the trusty old Rocketworld pick-up!"



An extreme enduro course takes riders across tyres and through trailers



There's also a perfectly graded MX track

*Take your hands outta
your pockets, Rocket...*



*Miss Rocketworld – her
milkshake brings all the
boys to the yard...*



DBR: How often do you open the track up?
ROCKET: "Well, as often as I'm allowed to really which at the moment is twice a month on Saturdays."

DBR: You seem to have some pretty high-profile customers...

ROCKET: "Well Thorpey and his CCM boys seem to like it – they say it's good for testing and training as there's a bit of everything out there. I had Ryan Hughes here last year for a training day too. I try and make it flow as well as I can and all the jumps are shaped and angled differently, making you think about what you're doing. Everyone can jump a 50ft tabletop but here you learn throttle control and timing. I look at what the American tracks have and get inspiration from them."

DBR: So what does the future hold for Rocketworld then?

ROCKET: "Well the track will keep changing and evolving to keep things up to date and fun and I'm trying to get the surface a bit softer by maybe mixing some wood chippings in with the dirt. I'd like to see some big meetings down here and some two-stroke-only stuff – having 40 two-strokes buzzing round the track would sound awesome, not like these crappy four-strokes which are ruining our sport today."

DBR: Not a big fan of the thumpers then?

ROCKET: "My friends and I will always ride two-strokes unless these electric bikes take off. It's the future of the sport I think, cutting the noise level down means we'll be able to ride more often and have more tracks around the country. It's going to take some getting used to riding a motocross bike with no engine noise but I'll just plug my iPod in and listen to a bit of Celine Dion!"

STOP THE SCUM!

WITH THE THEFT OF DIRTBIKES REACHING ALMOST EPIDEMIC PROPORTIONS, OUR TECH ED LOOKS AT PRACTICAL WAYS TO KEEP YOUR DIRT SCOOT SAFE...

Words and photos by Geoff Walker

Our dirtbike dreams appear to be going wrong by the day and all we seem to hear about is the theft of bikes around the country. Our prides and joys are being taken by thieving scumbags in every area of the country and it seems nobody can do a thing about it. The problem has gotten worse and it has to be slowed down or stopped.

Where do the stolen bikes go? Who knows... Are the thieves involved in the sport? Probably... Do they use the internet and the amount of crud everyone chats about to target the victims and do their dirty deeds? Probably... Do they use details of riders found out by friends at races to target victims? Probably... Do you chat about where you live and where your bike is stored to anyone you don't know really well? Probably...

These scumbags are everywhere and it sucks. The misery of having your beautiful dirtbike – which you've worked your b****ks off for – nicked and ragged by a f*****g idiot is simply unbearable so I believe we've got to start working together and taking just a few minutes of our time after riding to help prevent and deter the filthy low-down scum from their evil work. This may seem like a rant but I have spoken to too many victims lately and it is getting ridiculous.

The fact is, we all make it too easy for the scum to take our bikes. There are a couple of easy solutions which may seem like a lot of work but take less than five minutes to do after you return from a ride. I know no-one really feels like doing much after a hard day throwing out fat whips or trail busting but if you get into the habit of a quick security session with your bike you should be able to keep it out of the grubby grasp of the scumbags or at least give yourself a chance of seeing it again before it gets wrecked!

Okay, I have sat and looked at many bikes and come up with some security solutions which are attainable for even the least technical of riders. Simple solutions which only take a few minutes at the most to pretty much totally immobilise your bike and make life a pain for the scum.

So please read this and try to get into the habit...

The first part of the security solution involves the CDI unit on your bike. This electronic unit is the heart of the bike as the vehicle is useless without it and cannot be ridden or sold on as a complete unit without the CDI. This black box of tricks is part of the ignition and controls the power curve and allows the bike to be started and run. These units are normally situated around the

headstock area of the bike either to the side or behind the front number plate as shown in the pictures. It is so easy to remove these units – I managed to grab the CDI unit from Kev the Legend's KTM 450SX-F and place it in my pocket in under 20 seconds. That really is not a lot of time to immobilise your pride and joy...

Taking the CDI off this 2011 KXF250 is just as easy. Simply unbolt the front number plate and spin it out of the way. Follow that move by unclipping the main CDI plug from the unit. Normally you simply press the central clip in on the plastic plug housing to release from the unit. You may have to give it a bit of a tug as crud tends to get in the plug area.

Next step is to unbolt the outer metal holder to release the CDI.

The CDI is rubber-housed and push-fitted onto brackets so just ease the unit off the brackets, pop it in your pocket and store it away from your bike. With the unit removed a thief is basically in for a complete nightmare as the bike will not run so they cannot ride it away. Add to this the fact that these CDI units cost anything from \$300 to \$500 pounds and the scum will have to fork out some pretty serious cash if they want to pass on their loot as a runner.

Another beauty of this solution is that these units do not go wrong very often so you have the opportunity to contact the relevant importer and ask for their help in tracking any orders from dealers for CDI units which suit your particular model. If the manufacturers and importers help with this solution a lot less stolen bikes will be able to be ridden. This solution is the most simple thing I can think of to help stop the thieves and like I said it really does take seconds once you know what to do.

The next steps to security are also down to quick time immobilisation as it takes just a couple of minutes to remove your wheels from the bike. Stick on the paddock stand and remove the wheels and just like the CDI unit, store them in a different place from the bike. While you are at it take another few seconds to take the non brake side fork leg out and again store in a different place. Your bike is now reasonably impossible to take too far unless you are the Incredible Hulk!

Just to add to the security there are of course the options for locks either around the bike's chassis and the stand or to ground anchors which can be concreted into your garage floor.

So there you have our thoughts here at DBR for the safer housing of your hard-earned pride and joy. The steps really are quick and easy. Let's give it a shot and try to beat the scumbags.



Removing the CDI unit from Kev's 450SX-F is child's play



Locking your bike to its stand is a simple measure that will make moving your bike a pain in the ass



biketrac is the latest high-tech weapon in the war against thieves

STOP, THIEF! TRAC 'EM DOWN...

If this month's column has got you all into a more secure way of thinking it's maybe worth having a look at the new biketrac system from Road Angel. This battery-powered electronic tracker unit will send a text or email message to you if your bike is moved and if the scum do get away with your bike the GPS tracking unit will allow the police to track your bike every step of the way.

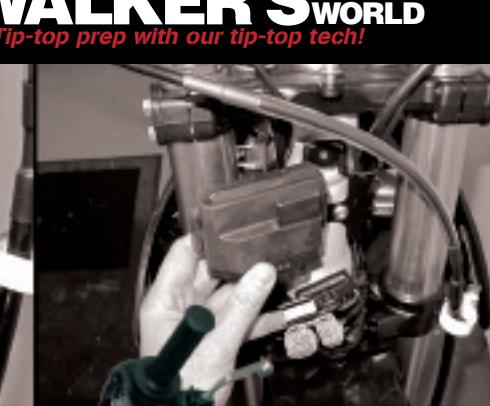
The unit is simple to fit and as long as you keep it charged up and hidden on the bike the thieves will not know what has hit them when the boys in blue turn up like a scene from Miami Vice! Hit the biketrac crew up on the website at www.roadangelgroup.com and tell them Team DBR sent ya...



The CDI unit will be up around the headstock – on our KXF it's behind the front number plate



WALKER'S WORLD
Tip-top prep with our tip-top tech!



Above: Removing your CDI unit is simple, quick and effective



With no wheels or CDI unit and a fork leg missing your bike is a lot less attractive to thieves



BELGIAN IVAN VAN DEN
BROECK FLIES THE
FABULOUS 1981 FASTEST
490 ROUND BIELSTEIN
IN THE MX DES NATIONS



NEIN CIGAR!

WATCHING JOSH COPPINS (POSSIBLY THE BEST RIDER NEVER TO WIN A WORLD CHAMPIONSHIP) RACING A MAICO (POSSIBLY THE BEST MARQUE NEVER TO WIN A WORLD CHAMPIONSHIP) AT FARLEIGH GETS JACK IN A EURO FRAME OF MIND...

Words and photos by **Jack Burnicle**

To see grand prix star Josh Coppins mulling a 1981 490 Maico round Farleigh Castle was to be vividly reminded of what a force the German bike once was on the world stage. Coppins – an ex-Suzuki, Honda, Yamaha and Aprilia factory star – said he found that Maico the sweetest handling, most user-friendly machine he'd ever raced with a generous spread of pliable power, sharp, responsive turning and absolutely no brakes!

Alongside Swedish Husqvarnas, British BSAs, Czechoslovakian CZs and Austrian KTM's, Maicos played a major role in MXGP racing. Unlike the others, however, they never quite landed a world title. Hell, they came close but were desperately unlucky to coincide with the arrival in GP racing of the Japanese giants led, in 1968, by Suzuki – although Fritz Betzelbacher did win them the inaugural 1957 250cc 'Coupe d'Europe', forerunner of a 250 world championship, racing a converted road bike!

The factory had been founded in the 1930s by Otto and Wilhelm Maisch. The latter's sons Hans, Peter and Wilhelm Jr took over after World War Two and built a reputation for fast sports bikes like the 250 Blizzard. Their 1962 frame design resembled the successful British Greeves on which Dave Bickers won the last two European 250 titles but the late sixties brought Maico's own distinctive look with square metal petrol tank and huge cooling fins. By 1974 the famous radial cylinder heads, combined with revolutionary long-travel suspension and a unique fork mounted ahead of the front wheel axle, had created a very successful production motorcycle.

Husqvarna claimed their first world title with mighty Swede Rolf Tibblin on a 500 in 1960. Jeff Smith's BSA toppled Tibblin in 1964, the year dashing Belgian teenager Joel Robert won a first 250 title for CZ. Maico properly joined the big boys when flint-eyed homeboy Adolf Weil won the 1969 West German 250 GP at Bielstein, near Cologne. Swede Ake Jonsson, he of the chiselled Hollywood jaw, had already ridden a Husqvarna to third place in the 1968 500 series. He swapped to Maico and finished third again in 1970, winning Maico's first 500 GP in Eastern Germany (the Berlin Wall still divided the country and Europe into east and west) before helping Sweden to victory in the MX des Nations.

Suzuki won Japan's maiden 250GP championship that year thanks to Joel Robert

and then launched their 500 assault in the equally spectacular hands of Roger De Coster. That 1971 season turned into a blockbuster. Ake Jonsson had won the Russian round at Kichinev and the British GP at Farleigh Castle by the time he reached Namur, neck and neck with De Coster and Adolf Weil. But Suzuki 'imported' 250GP stars Robert and Sylvain Geboers and while Joel forced the two Maicos wide off the start Roger holeshot and won! De Coster also took race two, holding off Jonsson despite falling in the woods trying to pass an obstructive Adolf Weil who was a lap down after a crash!

Jonsson retaliated at the penultimate round in Luxembourg where controversy and protests punctured proceedings and it all came down to a tense final duel with De Coster in the deep Dutch sand of St Anthonis. But cruelly, Jonsson's Maico blew out its spark plug on the first lap of the final moto and De Coster eventually spluttered across the line almost out of fuel to take a truly dramatic GP win and clinch his first 500cc world title – by four points. Two weeks later came a form of redemption as Jonsson led the Swedes to their seventh – and so far, final – MX des triumph, beating the Belgians in France!

Across the Atlantic, Adolf Weil was runner-up to Geboers in the second ever Trans-AM championship that autumn and in 1972 Maico went one better as Jonsson dominated the American series, winning nine rounds against runners up De Coster and Mikkola's one apiece!

The following season the amazing Weil – who rode GPs competitively until he turned 40 – won the Austrian and Russian 250GPs en-route to second in the series, 20 points behind Yamaha's first world champion Hakan Andersson. And in the 500s De Coster, already champion again in 1972, encountered another Maico-mounted maverick! German Willi Bauer sensationally won the first-ever USGP at Carlsbad Raceway and also triumphed at Namur and Holice in Czechoslovakia.

His team-mate Gerrit Wolsink won in France and the title chase once again hit St Anthonis with Bauer and De Coster (winner in Italy and Germany) locked in combat. But lightning did strike twice for the ill-fated Maico factory as Bauer's bike broke down, Ake Jonsson – now ironically riding for Yamaha – won the grand prix and De Coster clinched his third world crown by two points! Maico would finish vice-champions again but that was the closest they ever came... >>

was armed with his mum's Kodak Brownie camera.
After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

Jack Burnicle
Usual signature or bearer _____
Signature du titulaire _____
Usual signature of wife _____
Signature de sa femme _____
(\$337335)

DESCRIPTION SIGNEMENT		★Wife	Femme
Bearer	Titulaire		
Occupation	GRAPHIC DESIGNER		
Place of birth	BILLINGHAM		
Lieu de naissance	BILLINGHAM		
Date of birth	9/2/47		
Date de naissance	9/2/47		
Country of Residence	ENGLAND		
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François in the 1978 500 world championship, German Herbert Schmitz (Aerobat) on trials equipment, Austrian Michael in 1980. Author's photo (Tom - Mico) from his collection.



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MAICO MAGICKING TEAM: VAUGHAN SEMMENS, NEIL HUDSON,
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MX DES NATIONS AT RUSKEASANTA, FINLAND



Back in the States, Maico won a second Trans-AM title – Adolf Weil this time defeating Wolsink (Suzuki) with Willi Bauer third. The German marque was now selling strongly in America. They launched the stellar career of one Danny 'Magoo' Chandler, won the 1975 500cc AMA supercross series, finished twice more third in the Trans-AM (dashing blond Brit Graham Noyce in 1978, Werner Shultz in '79) and in 1981 that 490, so joyfully discovered by Josh Coppins, outsold Honda's whole range Stateside!

Adolf Weil, successful in the 1974 West German 500 round, actually scored Maico's last 500GP success at Pernes les Fontaines, France, in 1976. Herbert Schmitz, fourth in the world in 1978, lost out on a tie-breaker to eventual champ Mikola at Carlsbad while his team-mate Ivan van den Broeck won the opening race of '79 during a sequence of four top 10 seasons and two Belgian MX des Nations successes.

In 250s the first Frenchman ever to win an

MXGP – modest, curly-haired Daniel Pean – won the 1977 Yugoslavian round on a Maico and in 1978 I saw the grandson of the firm's founder – the tall, languid Hans Maisch – clinch his only ever grand prix victory at Beuerne, near Frankfurt. Hans had already won motos in Italy and Austria and eventually finished only a point off second-placed Torleif Hansen (Kawasaki) in the world championship.

In England, Maico had also won their first British Open titles with 'Rolls' Noyce annihilating all-comers in 1976 and '77 and claiming his first grand prix race win at Dodington Park near Bristol. Hired by Honda, he left his contrastingly quiet rival Neil Hudson to take up the cause. 'Nellie' Hudson won his first grand prix, the Swedish 250, in 1978 and the following season triumphed in Belgium, Italy and Yugoslavia to finish second in the series. Nellie then joined forces with Noyce and two other Maico stalwarts, Rob Hooper and Vaughan Semmens, to seize a brilliant second place behind Belgium in the MX

des Nations at Ruskeasanta in Finland.

Hudson's good pal Kees van der Ven had added a fourth Maico grand prix victory that year, also in Finland at Hyvinkaa where he triumphed again in 1980. A smooth, classy stylist, Kees also won in Poland and his native Netherlands to emerge second in the 1980 250 world championship behind Georges Jobe – mounted on yet another Suzuki!

Back home, after Noyce and Hudson had been injured on grand prix duty, laid-back East Anglian Geoff Mayes claimed Maico's third and final premier UK crown. Maico remained the most popular open class private bike in British racing for another couple of years, though, before fading from the front line as the Big Four took command.

Maico went bust in 1987 yet today that mighty mid '80s motor, enlarged to 700cc, lives on in sidecarcross under the name Zabel. And of course Maicos are still taking on the Japanese giants in twin-shock racing – and winning!



James Stewart is looking to re-establish his reputation



SAN MANUEL YAMAHA >>

James Stewart – Number: 7 – Age: 25

Recent highlights: Widely recognised as the fastest man on the planet, James Stewart will have to prove that once again come Anaheim 1. Two-time AMA Supercross champ, James has scored 37 wins in the 450cc class indoors putting him third on the all-time list behind Jeremy McGrath (72) and Ricky Carmichael (48). Now training with Johnny O'Mara.

Kyle Regal – Number: 30 – Age: 19

Recent highlights: Stunning outdoor performances landed him on the podium twice as a complete privateer in 2010. Not much in the way of SX results yet but he looks awfully smooth out at the practice tracks in SoCal...

His privateer performances last year have landed Kyle Regal a top ride



STACKED!

WITH THE BEST LINE-UP OF TALENT FOR YEARS, THE 2011 AMA SX SEASON IS SHAPING UP TO BE AN ALL-TIME CLASSIC – AND ALTHOUGH WE SAY THAT EVERY YEAR THIS TIME WE MIGHT BE RIGHT...

'Stacked' is the word to best describe the 450cc class in 2011. Besides all of the top talent listed below, we're also missing Chris Pourcel who has yet to announce a deal for 2011. Add him to this mix and it's crazier than ever.

One other name you'll see that's missing is Josh Hill. When the series headed East in 2010, Hill was tied atop the points standings with Ryan Dungey. However, injuries soon knocked him out of the top five in points. In the

supercross off-season, while preparing for X Games, Hill had a scary crash that broke his right arm, leg, pelvis, collarbone and more and he's still recovering. He has just started riding but has no ride for 2011.

The final cog that actually has come together is Chad Reed's own team, TwoTwo Motorsports Honda. He's racing for pride and joy in 2011 so expect him to contend for wins throughout the season.

Otherwise, here are all of the people who matter in 2011. Check them out and get ready...

450cc TEAMS

ROCKSTAR/MAKITA SUZUKI

Ryan Dungey – Number: 1 – Age: 21

Recent highlights: Hasn't lost a title since 2008. Only racer in history to land both the 450cc SX and MX titles in his rookie year. At the pinnacle of the sport right now.

Brett Metcalfe – Number: 24 – Age: 26

Recent highlights: One of the only riders to actually challenge Dungey in 2010 outdoors, he moves up to 450s full-time for the first time as Dungey's team-mate in 2011. Second in the AMA Nationals outdoors in 2010, third in 250cc Nationals in 2009.

TWOTWO MOTORSPORTSHONDA

Chad Reed – Number: 22 – Age: 28

Recent highlights: With no-one willing to pony up the cash for Reed he started his own team, is rounding up his own sponsors (including JT Racing) and will be taking on the 2011 SX and MX championships on privateer Hondas. As of right now, he and Canard are about dead-even at the Honda test track with Reed on Pro Circuit Hondas. He is happy and has something to prove.

GEICO POWERSPORTS HONDA

Kevin Windham – Number: 14 – Age: 32

Recent highlights: Won two AMA supercrosses in 2010 on his way to second in the championship. Always a bridesmaid, he turns 33 early in the 2011 championship. He's easily the oldest guy out there but also still very capable of winning. His team is the only team fielding 450s and 250s out of the same semi in 2011.

MONSTER ENERGY KAWASAKI

Ryan Villopoto – Number: 2 – Age: 22

Recent highlights: Scored seven wins in the 2010 series – more than anyone – before breaking his leg with three rounds to run. Now training with Aldon Baker, formerly the trainer for James Stewart and Ricky Carmichael.

Jake Weimer – Number: 32 – Age: 23

Recent highlights: Dominated the Lites West in 2010 for his first professional championship, including taking the win at the season-finale Lites East/West Shootout in Las Vegas. Hurt during outdoors but training with Baker alongside Villopoto for 2011. Has never raced a 450cc machine professionally.

TEAM HONDA

Trey Canard – Number: 41 – Age: 20

Recent highlights: Story of the 2010 AMA Nationals as he came from way behind to beat Chris Pourcel for the 250cc championship at the final round. He's also the 2008 Lites East SX Champ. Running number 41 as his permanent number from now on which was his late father's racing number.

Josh Grant – Number: 33 – Age: 24

Recent highlights: Looking for a change in his career, he signed with Honda for nothing hoping to prove something in the next couple of years. Never lacking speed, Grant lacks consistency but he hopes to change that in 2011 as he reaches his mid-20s.

Racer X's editors at large. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

Steve Cox is an American moto-journalist who follows the entire AMA SX/MX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance thing and recently became one of

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American hero Andrew Short is racing KTM's 350 indoors

VALLI MOTOSPORTS YAMAHA

Nick Wey – Number: 27 – Age: 30

Recent highlights: Topping 30 years old now, Wey is a seasoned vet and what he lacks in speed he makes up in consistency, craftiness and personality. Riding for Valli in 2011 will at least give him a solid, consistent ride for the year (unlike in 2010 when he went back and forth between the Kawasaki factory team and his own privateer Kawasaki squad).

Austin Stroupe – Number: 74 – Age: 20

Recent highlights: The only guy to stay close to Chris Pousel in the 2010 Lites East, Stroupe spent most of the year hurt. He only earned a national number by virtue of his performances as a fill-in on the Suzuki factory team's spare 450 early in the SX season. He almost had to quit racing this year with no offers rolling in but landed this ride at Valli for his move to 450s full-time in 2011.

MOTOCONCEPTS RACING YAMAHA

Kyle Chisholm – Number: 11 – Age: 23

Recent highlights: Mr Consistency in 2010, Chisholm came into the season without a ride and actually missed Anaheim 1 due to a commitment to race in Germany that same weekend. Still, he was solid all year both indoors and out and it paid off for 2011 with a ride at Motoconcepts where he rode most of the year in 2010.

Tommy Hahn – Number: 12 – Age: 25

Recent highlights: He has seen the top of the podium – winning the Steel City 450cc National in 2009 – but it seemed in 2010 that every time he was up front his bike broke. His former team won't be fielding a 450cc rider in 2011 so he found a home at Motoconcepts.

Vince Friese – Number: 45 – Age: 20

Recent highlights: Widely recognised in the pits as a wrecking ball, Friese has a habit of taking out racers on his way from the front to mid-pack. However, the racers in the 450cc class are a bit more crafty so he may not be able to pull it off in 2011. He got this final spot on Motoconcepts due to his friendship with the ownership.

MUSCLE MILK/TOYOTA/JGR YAMAHA

Davi Millsaps – Number: 18 – Age: 22

Recent highlights: Won the San Diego Supercross in 2010 but crashed out of the outdoor title chase at Budds Creek. Has the speed to win on any given weekend but has always been missing something. The hope is that the structure that comes with living and training with the JGR team will get him where he needs to go.

Justin Brayton – Number: 10 – Age: 26

Recent highlights: Proven to be a consistent contender, Brayton looked to be on the verge of winning his first SX in 2010 but it wasn't to be. Brayton still had a solid indoor and outdoor series and carries that momentum into 2011.

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Michael Byrne – Number: 26 – Age: 31

Recent highlights: Long-time contender in both motocross and supercross, Byrne is a supercross specialist even though he has had most of his recent success outdoors (due to indoor injuries). At this point, Byrne is racing for the fun of it and had he not found a ride in the USA he would've returned to Australia to race Down Under. Retirement was not an option.

Jason Thomas – Number: 47 – Age: 31

Recent highlights: Known now as the King of the LCQ, Thomas is a reason why the old semi-final races would be good in the modern racing era. In 2010 he made nearly every Main Event and most of them he made from the LCQ. He's got his work cut out for him in 2011, though, as there are more team riders than there are spots on the Main Event gate.



RED BULL KTM

Andrew Short – Number: 29 – Age: 28

Recent highlights: One of the most popular racers on the circuit due to his happy demeanour and consistent, strong performances. That wasn't enough for Honda though and Short switched to the KTM squad and will be racing the new 350SX (by far the best 350 on the market today) in supercross, then likely switching to the 450 outdoors.

Mike Alessi – Number: 800 – Age: 22

Recent highlights: Won a moto at the 2010 Hangtown National and scored multiple podiums in 450cc SX in 2009. Hopes to get to the front on his KTM in SX this year but is currently getting smoked in the Australian SX championship.

HART & HUNTINGTON/DODGE TRUCKS KAWASAKI

Ivan Tedesco – Number: 9 – Age: 29

Recent highlights: A supercross specialist, Tedesco was looking really good in 2010 until he broke his ribs and shoulder and punctured his lung over the same jump that claimed Villopoto in St Louis. The rest of his season was shot but at that point he was a podium threat. He switches to Pro Circuit-backed Hart & Huntington for 2011 on Kawasakis with a SX-only deal.

Chris Blose – Number: 38 – Age: 22

Recent highlights: Gave Hart & Huntington its best-ever finish in 2010 with a sixth place finish at Indianapolis. A hard worker, the team is giving him another year to show what he's got in 2011.



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250cc TEAMS

RED BULL KTM

Marvin Musquin – Number: 525 – Age: 21
Recent highlights: A supercross rookie, Musquin's exploits in motocross are widely known. A two-time MX2 world champion, Musquin brings quite a pedigree to the USA. He's new to AMA SX but he's French and it seems to help if you're French or Australian.

Ken Roczen – Number: N/A – Age: 16

Recent highlights: Roczen has shown plenty of speed including winning the MX2 class overall at the 2010 Motocross des Nations in Colorado but he's a supercross rookie and will be switching from Suzukis to KTM's. He has been putting in his time at the SoCal KTM test track alongside Andrew Short though and after the supercross championship he will head back to Europe to try and snatch away the MX2 title before moving to the USA full-time in 2012.

DNA SHRED STIX/ STAR RACING YAMAHA

Ryan Sipes – Number: 25 – Age: 26

Recent highlights: Always a contender when he's healthy, Sipes had a strong season indoors in 2010 only hindered by mechanical failures. Outdoors, on a 450, he turned lots of heads and it landed him a solid ride for one last season in the 250cc class on a top team.

Kyle Cunningham – Number: 35 – Age: 21

Recent highlights: Cunningham had no ride coming into 2010 but injuries created vacancies and he ended up racing 450s for much of the 2010 season, including an amazing ride at the Las Vegas season finale SX on his way to fourth in the Main Event behind Dungey, Reed and Windham. He has something to prove.

Gannon Audette – Number: N/A – Age: 17

Recent highlights: A rookie in 2011, Audette is a big question mark. He can't be slow as the team wouldn't have hired him but no-one really knows what to expect from the youngster indoors.

Gareth Swanepoel – Number: N/A – Age: 26

Recent highlights: With things drying up in Europe for the South African he has been working with Grant Langston to get adjusted to supercross life in preparation for his attack on the 2011 SX championships. He is expected to be a contender outdoors but indoors no-one really knows.



© R. Archer

MONSTER ENERGY/ PRO CIRCUIT KAWASAKI

Dean Wilson – Number: 15 – Age: 19

Recent highlights: The Scotsman (by way of Canada) is easily the favourite to win whichever supercross coast he races on in 2011. He's going very fast at the test tracks and he was a winner outdoors in 2010 as well. He missed a big chunk of the 2010 Lites East because of visa problems when he got stuck in Canada and couldn't get back into the USA. For this reason he'll probably race the Lites West in 2011.

Brock Tickle – Number: 20 – Age: 21

Recent highlights: After proving himself for a few years on the Star Racing Yamaha team he finally won his first supercross in 2010 in Seattle. He was rewarded with a ride on the Pro Circuit team which he hopes will turn into wins and titles in 2011. He has the determination, for sure.

Tyla Rattray – Number: 28 – Age: 25

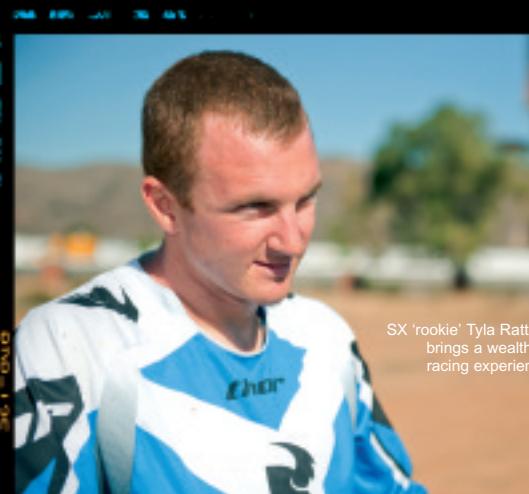
Recent highlights: The oldest supercross rookie ever (maybe), Rattray hasn't ever raced an AMA SX in any class. However, he's been hauling outdoors and he's also training with fellow South African Aldon Baker and has been putting in a ton of time at the test tracks. This may be his only shot at 250cc SX before moving up to 450s in 2012.

Blake Baggett – Number: 57 – Age: 18

Recent highlights: Baggett lost out on a spot at Pro Circuit in 2010 because the team picked up Wilson instead. However, Baggett was a long-time Team Green racer as an amateur and he was a major rival to Wilson. The two still don't really get along because of hard feelings from their amateur careers but Baggett scored a win in 2010 at the Dallas Supercross and with the move to Pro Circuit he hopes to do much more of that in 2011. He's the quiet, confident type so chances are we won't know much until the chequered flag at the first race he's a part of.

Josh Hansen – Number: 100 – Age: 26

Recent highlights: In what he hopes will be his last season racing 250s, Hansen also hopes it will be his turn to win a title after getting his butt kicked by team-mate Weimer in 2010. He has been racing (and winning) in Australia prior to the start of the 2011 season. Don't be surprised to see him race opposite-coast as well on a 450 in 2011.



SX 'rookie' Tyla Rattray brings a wealth of racing experience

Scottish star Dean Wilson surely starts favourite – whatever coast he chooses



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Justin Barcia – Number: 17 – Age: 18

Recent highlights: Won quite a few races in the 2010 Lites East and hopes to turn that into an actual championship in 2011. He's capable if he can stay out of the dirt. AKA the 'Wild Child', he's known to knock his competition around but at least he does it while trying to move forward in the field. Still, his riding style has not earned him a lot of friends on the track and when everyone tries to take shots at you it doesn't help your chances. Recently crowned King of Bercy.

Eli Tomac – Number: 19 – Age: 18

Recent highlights: Has never raced a supercross but prior to Hangtown in 2010 he had never raced an AMA National either. And he won Hangtown. That being said, he's a big question mark indoors. We won't know what we're looking at until his first race.

Blake Wharton – Number: 21 – Age: 20

Recent highlights: Wharton has won indoors before (St Louis 2009) and he is refocused after being rather lackadaisical for much of 2009 and 2010. He has hired his amateur trainer Sebastien Tortelli and ever since then has been a threat at nearly every race. He's one to keep an eye on.

Wil Hahn – Number: 31 – Age: 21

Recent highlights: Second in the 2010 Lites West championship, Hahn has now stepped up to the top Honda team in the Lites class and he expects, at minimum, to win races.

TLD/LUCAS OIL HONDA

Cole Seely – Number: 36 – Age: 20

Recent highlights: Seely had his best-ever season in 2010, landing podium finishes indoors and running up front frequently outdoors. Still, he isn't quite there to battle for wins just yet.

Travis Baker – Number: 58 – Age: 20

Recent highlights: Baker surprised the world with his sixth in a moto at the US GP as a relative unknown but his aggressive riding style and good attitude landed him a ride at Troy Lee Designs for the next two years. He could surprise some people.

Christian Craig – Number: 144 – Age: 18

Recent highlights: Temporarily paralysed prior to the 2010 season, Craig went through a lot to get back on a bike and get going and the team said he would have a ride waiting for him if he ever got back going again. So here he is. And believe it or not, he's faster than he was before he got hurt. We don't know what to expect but if he's anything like his dad Mike was he will be fast – and wild.

TEAM CLS KAWASAKI PRO CIRCUIT

Tommy Searle – Number: 40 – Age: 20

Recent highlights: Searle showed signs of brilliance in 2010, including nearly winning the opening moto at Hangtown for the outdoors. However, a shoulder injury hampered him throughout the year. He landed a ride with CLS Kawasaki to race the Lites West then head back to Europe for one more crack at the MX2 world title before moving back to the US in 2012 to race for Payton's Pro Circuit team (which is the stated plan).

Max Anstie – Number: 52 – Age: 17

Recent highlights: Anstie is flat-out fast when he's on it and he nearly won the San Diego Supercross, even passing leader Jake Weimer late in the race for the lead before being held up by lappers. He's enthusiastic and quick. Don't be surprised if he wins a couple. He'll also be heading to Europe to race the GPs following the SX series and hopes to be back in the US full-time in the next couple of years. He was actually high on many US team lists so it's likely just a matter of time.



Ryan Morais is fast enough but he needs to stay on two wheels



Battling Brit Tommy Searle needs a good season to keep his American dream alive

ROCKSTAR ENERGY SUZUKI

Martin Dívalos – Number: 23 – Age: 24

Recent highlights: From Ecuador, Dívalos has always had tons of speed. However, injuries and lack of focus have hindered his results over the years. Still, he always seems to get another opportunity purely because of his raw speed. He's fast enough to beat anyone in the class – if he's healthy and in shape.

Ryan Morais – Number: 71 – Age: 27

Recent highlights: Was closer than anyone to Weimer in the 2010 Lites West but after podium finishes at the first two rounds got injured and was out most of the rest of the year. If he can figure out how to actually win a race (even though he's definitely fast enough) he could go out and win it all. Regardless, this is his last year on 250s.

Ian Trettel – Number: 77 – Age: 18

Recent highlights: A rookie, Trettel has grown up in the supercross environment as an amateur. He has great style for supercross and could be a contender.

Jason Anderson – Number: N/A – Age: 17

Recent highlights: Like Trettel, Anderson is a highly touted rookie who is not that new to supercross-style riding. Racing, on the other hand, is different. He could be a contender but he's a rookie, remember..

HONDA OF TROY/KILBARGER RACING

Nico Izzi – Number: 42 – Age: 20

Recent highlights: One of the great underachievers in American motocross, Izzi has battled weight problems and personal drama throughout his career. This will definitely be his last chance to do something before he heads off to the French fry machine at his local fast-food restaurant. He definitely has the speed and talent to win but unfortunately for him it takes more than that in the pro ranks.

Les Smith – Number: 44 – Age: 20

Recent highlights: Smith put in some solid top 10 rides in 2010 indoors and hopes to continue his improvement in 2011.

Levi Kilbarger – Number: 412 – Age: 19

Recent highlights: Levi's dad owns a construction company that services the oil industry and that company is one of the chief sponsors of the Honda of Troy team in order to give Levi a chance to succeed in the pros. That's not to say that Levi isn't a really good rider. He has a lot of potential, for sure.



MX2010

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Dean Wilson had a stand-out rookie season in the States but now the pressure's on him to go even faster



TOUCHING BASE!

OUR US-BASED INDUSTRY INSIDER CATCHES UP WITH BRITISH SUPER-ROOKIE DEAN WILSON TO SEE HOW HIS 2011 SX PREP IS GOING...

Words by STEVE MATTHES Photo by STEVE COX

With me being Canadian and living in the United States, I certainly understand where Scottish-born, Canadian-raised, American-living, Monster Energy Pro Circuit Kawasaki-riding (whew!) Dean Wilson was coming from in regards to his tough decision to say see'ya to Canada and ride for the UK in this year's MXdN.

As a Canadian I would love for my country to pull it together and show up with the best team but due to politics and infighting with sanctioning bodies it has rarely happened. So with that being said, I want Wilson to do the best he can do because of him just being a great kid and a fast rider. So all of you in the United Kingdom, on behalf of Canada, I'd like to say you're welcome. You can have Dean and please take care of him but remember, he's one-third Canadian!

He certainly has a tough act to follow going into his second year as a professional motocrosser on this side of the pond. Wilson won a couple of Nationals and finished third in the outdoor points, probably should've been top three in supercross and then represented Great Britain at the MXdN in Lakewood, Colorado. In short, it was a fantastic first year for the kid that Canadian fans knew all along would be great.

Now, though, the expectations are raised up for Ol' Dean-O going into his second season. Armed with a new contract on one of the best teams in the pits, Wilson's future seems bright to be sure and I thought a call was in order to check in with him and see how everything is going in his 2011 pre-season prep.

DBR: Dean, great job on 2010 – now talk about how your 2011 supercross preparation is going?

DW: "Thanks man and, yeah, everything is going well and I'm pretty happy with everything. The Monster Energy, Pro Circuit Kawasaki 2011 Kawasaki KX250F Thor, Scott goggles bike is running..."

DBR: Ah, c'mon man!

DW: "[Laughs] I know, I know but, no, really the new bike is great. It's a better bike than last year. Last year I was just learning and this year I'm taking what I learned from last year and adapting it to my game for this year. It's going to pay off for me this year."

DBR: I know from being a mechanic that the EFI on the 2011s is a great improvement on the carburetor that you had to deal with last year, especially on the on/off sections.

DW: "Yeah, for sure, there are no bogs at all with the EFI. My bike ran great last year but there is a difference with the EFI. It's running great and I really like it – we do miss out a little bit on the bottom-end but other than that I'm really happy."

DBR: Have you had time to sit back and think about how good 2010 was or are you just looking towards the future?

DW: "My rookie year was good, it's a shame what happened in supercross [Dean had some work visa issues after Toronto and was forced to miss a couple of races] because I think I would've been top three in points for sure. That was whatever and I did the best I could and then for outdoors I got to start fresh again. There were a couple of races that sucked and a couple that were really good."

"Texas was one of my best races and even though I gave it away it showed that I could win and I could go the speed. That first moto might have been one of the best rides that I have ever had – it was really hot and I probably came from about 13th off the start and passed almost every fast guy in the class and was closing in on second at the end."

"I came through the pack really good and I was proud of myself for that. The season was good but Steel City really put me down, I crashed really hard in the first moto and got 18th and something like sixth in the second moto. That dropped me from second to third in the points and that wasn't cool. So that race sucked."

DBR: So you're looking forward then? You're not happy with what you accomplished?

DW: "It was good, don't get me wrong – but it was a lot of learning that I had to do. I was really happy to go 1-1 at Pala and end the year on a great note but I feel like there should've been some more overalls in there. It was a good rookie year and I learned more for this year and, most importantly, I stayed safe."

DBR: As per Mitch Payton's rules, you have no idea what coast you're riding in SX?

DW: "Yeah, exactly, I don't really know for sure. Mitch usually makes his mind up a couple of days

before the series starts."

DBR: Does that make it hard on you to peak and get ready for the start of a series?

DW: "Nah, it's all right because I think it's pretty smart – he wants all his riders ready and if he did commit one way or another and a guy gets hurt, then another rider has to ramp everything up and try to get ready. I really wanted to race the West last year but I ended up doing East and enjoyed it. West or East doesn't matter to me. The West looks to be a bit more challenging to me with the weather factored in."

DBR: I spoke to your mom and dad at the MXdN and I stressed that I hoped you didn't get some big earrings, a Porsche and start partying. Please tell me you stayed the same guy as you were this year.

DW: "[Laughs] None of that really. I did get sponsored by Toyota of Escondido this year so I went down and got a new truck. I had to get a nice new Tundra but that's the only rock star thing that went on over here."

DBR: I wanted to ask you about the MXdN and for the UK – are you happy you did it? What kind of experience did you have with any Canadians at the race? Any hard feelings with anyone?

DW: "The race was good but we had some problems and the race did not start on the right foot for us. We got last gate pick and I was on the far outside for my race. I got a good start but was on the far outside and got pushed into the green fencing around the second turn. I got that stuff all wrapped around my rear wheel and both wheels were seized up. The funny thing about that is that fans were helping me with getting it untangled and they all had knives in their pockets and were helping me cut it out. I was thinking, 'man, you don't want to get in a fight here in Colorado – everyone has knives!'

"I was really happy with my race, I didn't ride great but we got fourth and everyone chilled out on the whole Canadian/Scotland thing. I had some Canadian fans there that supported me at the race and I'm happy about that. Team Canada manager Carl Bastedo actually brought me a Scottish flag which was cool – it was all good in the end and I'm happy that Canadian fans were okay with it."



RADIO AMERICA



The MX2 men get out the gate at Hawkstone



Former ACU star Glen Phillips makes his debut in 2010 and gets off to a winning start before illness kicks in

REIGN MEN!

SAUNDERS AND DUNHAM DEFEND THEIR CROWNS BUT IT'S TOUGH AT THE TOP FOR THE AMCA CHAMPS

Words and photos by Mike Wood

To win a motocross championship title at any level is a notable achievement – to successfully defend it is something altogether different with the big #1 on your back acting as a target for all-comers to aim for. So to resist all challenges and pressure, remain totally consistent, still win races and ultimately retain your crown is proof of both great character and outstanding ability.

And in the 2010 AMCA championship classes we've been treated to a dynamite double with both Ben Saunders and Lee Dunham brilliantly defending their MX1 and MX2 titles. Consistency was certainly the key word for the two Kawasaki-mounted riders as Ben earned seven out of eight top three finishes while Lee remarkably claimed a full house of podiums.

The 2010 campaign kicked off in style at the famous Hawkstone Park. New boys Glen Phillips and Richard Cannings were joined in the AMCA MX1 ranks by debutants Matt Porter, Lee Payne, Simon Lane, James Lane, Jamie Dobson and Andrew Marchant who had all switched across from MX2. As the season unfolded, Payne and Cannings were to become serious title contenders, James Lane was to produce a strong second half charge which would see him

finish in sixth place and Phillips, struggling with illness, was to eventually disappear from the series.

In the Hawkstone sand though – a circuit which he knows very well from his pro racing career – Glen certainly started the season in great form, posting the fastest qualifying time before earning his first AMCA championship moto win ahead of Saunders, Payne, Brad O'Leary, Cannings and David Campbell. Phillips was again first past the post in moto two before both Payne and Cannings got the better of the Welshman in the final Hawkstone clash.

Although Phillips was suffering from flu during round two at Bromsberrow he still posted a very determined 4-5-5 scorecard. However, on the day it was Saunders (twice) and Payne who took the moto wins, a result that saw them both also overhaul Phillips in the early championship standings. Cannings was also again proving that he had the speed to be a serious contender for the crown, producing a super last moto ride to move from 17th back to fourth.

After taking gold at Bromsberrow, Ben then backed it up with another overall victory during round three at Woodford – an event that produced an incident which was to ultimately prove decisive in the destiny of the title. Three laps into the opening MX1 moto, Payne overshot

a corner while leading, got himself hooked up in track marking rope and dropped back to 32nd place. Taking full advantage, Saunders took the win with O'Leary, Clinton Barrs and Cannings in tow as Payne recovered for 18th spot. Crucially, this one result meant that King Ben had also gained a 37-point advantage over his rivals. Although Payne then later gained some consolation by taking the moto three victory, the Woodford podium was to be completed by Clinton and Elliot Barrs.

The rugged old Gloucestershire venue of Nympsfield was the next stop for the MX1 boys as Saunders marched relentlessly onwards in the defence of his title with another impressive overall victory. Pushing more daylight between himself and main challengers Payne, Cannings, O'Leary and Clinton Barrs, Ben won the opening two clashes of the day before being defeated in a thrilling final race by Elliot Barrs. Riding on his home club track, Elliot got stronger as the meeting progressed and was very good value for his eventual overall runner-up spot.

Just one week later and the MX1 class was in action at Cleobury for round five with Saunders now extending his title lead to 53 points. On the day though it was the very determined Yorkshireman Cannings who was to record his maiden overall win with Saunders in >>



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**Defending MX2 champ
Lee Dunham leads Sean Frayne**

second, Payne third, Clinton Barrs fourth and O'Leary fifth. At the Cleobury event Phillips was to make his last championship appearance of the season and, in the process, have a bit of a 'mare. After hitting the gate and falling at the start of moto two, Glen was then totally filled in by flying mud on a heavily watered track in the final race. Despite stopping to pick up a clean pair of goggles the KTM pilot eventually retired. So with just three rounds remaining Saunders was sitting pretty on 827 points followed by Payne on 774, Cannings on 723 and O'Leary on 664.

Shobdon hosted round six of the 2010 campaign and on this occasion it was Payne's turn to earn his first MX1 overall win. Having been suffering from migraine headaches, Saunders still kept his title retention dreams firmly alive with a heroic performance for third overall on the day just behind Cannings in second. Typical of the competitiveness in the MX1 class, Cannings, Saunders and Payne all recorded one moto win each at Shobdon.

After a break of seven weeks it was a trip to the Cumbrian coast at Haverigg on the August Bank Holiday weekend for the penultimate round of the MX1 series. Continuing his super form and ensuring that the title destination would go right down to the wire, Payne reeled off three super wins and bagged a maximum 180 points in the process. But once again Saunders and Cannings were equally consistent and in the frame to fill the remaining podium spots. Still, with only Norley to come Saunders' advantage had now been slashed to just 19 points with Payne, Cannings, O'Leary, Clinton Barrs and

Shaun Pearce all charging hard.

Keeping the heat firmly on, Payne then won the opening two clashes at that final round in Cheshire chased home by Saunders and O'Leary. With just one MX1 moto remaining Saunders was still in control but was now a very slender seven points better off than Payne. With tension high and adrenaline pumping, Payne made a dream start in the final clash and as Cannings crucially held second it meant that Payne was on course to dramatically snatch the crown. However, despite being on his spare bike following earlier clutch problems, Saunders was not about to lie down and moved back up to second and – crucially – was back in control of his own destiny. Then, in a dramatic twist, Payne dropped back to third after finding too much grip in a rutted Norley turn and looping his Honda out. Despite a determined late challenge to regain the lead that's the way it remained to the flag with Saunders taking the title by just 11 points. Wow! What a finish!

So what about the MX2 championship then? While all eyes were on reigning king Lee Dunham, 2009 runner-up Phil Mercer and Mark Hooley returning from injury, it was Shane Holmes who took a great overall win at the opening round at Hawkstone. Having switched from KTM to Yamaha machinery during the close season, Holmes was first past the post in motos one and three – good enough for that top podium slot ahead of Mercer, Dunham, Jack Taylor, Sean Frayne and Jamie Powell.

Following his great Hawkstone result, Holmes was then to suffer a rather unfortunate round two at Bromsgrove. Forced to switch to his spare



A maximum at Branston helps earn Jack Taylor bronze in MX2

2009 machine after his number one 250F Yamaha tightened up during qualification, Shane was restricted to an 11th overall finish. Sharing the moto wins on the day were Mercer, Dunham and Hooley. After switching from Kawasaki to KTM power, the very experienced Mercer was to go on to earn his first overall success aboard his new mount with Dunham in second and Carl Benjamin third. This was Benjamin's highest AMCA championship placing and his first ever podium.

After missing the entire 2009 season due to injury Hooley was quickly back on the pace but the unlucky Yorkshireman suffered

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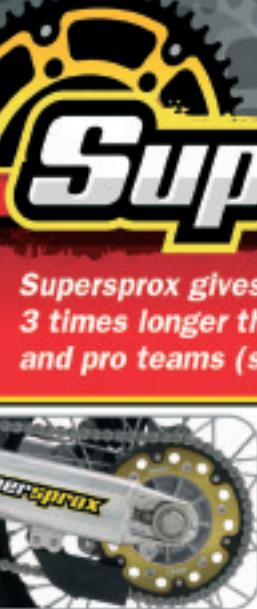
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MX1 >>

1	Ben Saunders	450 Delkevic Kawasaki	1303
2	Lee Payne	450 Malin Floors Honda	1292
3	Richard Cannings	450 PJ1/Craigs M/C Honda	1184
4	Brad O'Leary	450 FUS/Gear4 KTM	1102
5	Clinton Barrs	450 Delkevic Kawasaki	972
6	James Lane	450 LRT Honda	786
7	Shaun Pearce	450 Peter Jones M/C Honda	752
8	Aaron Crowder	450 Rocket Centre Honda	736
9	Richard Meakin	450 Honda	731
10	Simon Lane	450 LRT Honda	668

MX2 >>

1	Lee Dunham	250 Maxxis Henderson LPE Kawasaki	1253
2	Phil Mercer	250 Premier Bikes KTM	1210
3	Jack Taylor	250 Delkevic Kawasaki	1198
4	Sean Frayne	250 SPS Honda	1107
5	Shane Holmes	250 Ride MX Yamaha	1033
6	Carl Benjamin	250 Thornbury MX/Bensons Kawasaki	899
7	Aled Bellis	250 Trackspares Honda	822
8	Scott Williams	250 Suzuki	743
9	Paul Neale	250 Racespec Kawasaki	640
10	Scott Mathia	250 Hazport Suzuki	608



serious misfortune at round three at Woodford where two very heavy crashes signalled his last appearance of the season. A major blow for Mark and his fans! With a devastated Hooley out the rapid Taylor (twice) and Dunham scored the race wins although the overall verdict on the day again belonged to that man Mercer. Woodford also announced Taylor's arrival as a serious contender and but for a moto two crash the Delkevic Kawasaki rider would definitely have been mixing it on the podium.

It was all change at the top of the MX2 championship table as the series reached its midway point at Cleobury for round four. With defending king Dunham producing another controlled, immaculate performance, he was to build a tasty 32-point advantage ahead of early pace-setter Mercer with Taylor third and Frayne fourth. Arriving at Cleobury as the championship leader, Mercer was on the receiving end of a round four nightmare, falling twice and being restricted to an eventual fifth overall behind

Dunham, Taylor, Frayne and Holmes. Hero of the day was undoubtedly Frayne who bravely competed with broken bones in his foot.

After moving to the top of the MX2 standings, Dunham then quickly increased his advantage by earning the overall win during the next outing at Shobdon. Following a cracking opening moto in which Dunham chased Mercer all the way to the chequered flag, from here onwards Maxxis Henderson LPE Kawasaki pilot Dunham took complete control to reel off a brace of stunning wins. While Taylor was again in the frame and on the podium, the performance of the meeting came from Aled Bellis who posted a very impressive fourth overall.

Throughout the entire campaign Taylor had displayed tremendous speed and ability, a fact confirmed by his stunning maximum score at round six at Branston. Taylor's treble moto win not only earned him the overall win on the day but also meant that he leap-frogged Mercer and moved up into second spot in the championship

table. Mercer was to suffer a costly day at Branston following a very heavy moto one crash. That tumble was to restrict the Premier Bikes KTM rider to sixth overall behind Taylor, Holmes, Dunham, Frayne and Bellis. In the title standings Dunham was now sitting pretty and well on course to retain his crown with 951 points total ahead of Taylor on 895 and Mercer on 882.

In the penultimate round of the 2010 MX2 series Benjamin, after his maiden podium placing earlier in the campaign, then produced a truly memorable performance to trump all the stars and earn his first AMCA championship race win and overall victory. Taylor and a typically determined Frayne were the other moto victors at Haverigg, a result that meant Taylor also joined Benjamin on the podium alongside the incredibly consistent Dunham. That Haverigg result meant that Dunham would carry a healthy 46-point advantage into the final Norley round although Lee also knew that one DNF could undo all his hard work during the 2010 season.

So to that final MX2 round at Norley and Mercer – having his final AMCA championship ride before moving into Vets racing – was to sign off in style with a stunning maximum score. Despite Phil's efforts Dunham cruised to another podium placing and coolly retained his crown, 43 points ahead of the chasing pack. Also finishing his season in style, Frayne was to take the last podium spot at Norley. In contrast, Taylor – having started the day holding second spot in the title standings – didn't enjoy the best of fortunes. Riding with a broken finger sustained the previous week during the final Wulfsport Masters round at Pontrilas, Jack was fourth overall on the day, a result which meant he had to settle for the championship bronze medal position.

And that's yer lot then, 2010 all wrapped up! So will Ben and Lee be up for making it a title treble in 2011 or will a new name be inscribed on those AMCA trophies? Stay tuned...

Pre-event favourite
Taddy Blazusiak crashes
hard in the opening final



CRASH! BANG! WALLOP!

INDOOR ENDURO STAR TADDY BLAZUSIAK
TAKES THE MOTHER OF ALL SOIL SAMPLES
AT THE IEWC OPENER IN GENOA WHICH
HANDS FINLAND'S MIKA AHOLA AN
EARLY LEAD IN THE 2011 SERIES

WORDS AND PHOTOS BY JONTY EDMUNDSEN



Face down in the dirt with his bent and broken factory KTM on top of him, Taddy Blazusiak's defence of his Indoor Enduro World Championship title isn't exactly going as planned. Just a handful of laps into the first of the night's three finals and Poland's #1 enduro racer's in a world of hurt...

Luckily for the hard-as-nails, newly-crowned US Endurocross champion, coming up short – way short – over the event's one and only triple jump miraculously isn't as bad as it could have been. Avoiding hospital food and serious injury it's clear this is one race Taddy's not going to win.

After somehow managing to ride his seriously twisted two-stroke Katoom to the chequered flag and place a lowly ninth, the rider most were expecting to dominate the proceedings knows his chances of an overall win are finished. He's lucky to be able to ride at all having hit the

ground with serious force and Blazusiak once again shows that an all-out go-for-broke approach is his preferred style of racing.

But Taddy's get-off isn't the night's first major incident as former IEWC title holder Ivan Cervantes is the first to bow out. Making his much-anticipated debut for Gas Gas, the Spaniard gets just two laps into practice before his night ends in the strangest way. Without falling Ivan somehow manages to injure his back. Initially thinking that following a committed jump into the water section he's just 'tweaked' his lower back, he soon realises something's not as it should be and is rushed to hospital.

Thankfully, nothing's broken but Ivan's hopes of an impressive first ride out on his Gas Gas – and a solid start to his IEWC campaign – are over.

The next big surprise is the fact that E1 world champion Antoine Meo and Beta-mounted Brit Dougie Lampkin both fail to make it into the finals. With Genoa the place Meo first burst onto

the international enduro scene a few years back by beating David Knight in the final, his 2010 performance is anything but special.

Dougie's undoing is his inability to get out the startgate and around the first corner among the front-runners on what's a relatively fast and flowing track. Failing to get out front in either his qualifying race or LCQ, the fact that Dougie's buried mid-pack in both races means he takes no part in the finals. Winning the non-qualifiers' night race is of little consolation for Doug.

Fast-forward to the end of the night and the three riders standing on the podium are a battered and bruised Blazusiak, Husaberg's swinging Swede Joakim Ljunggren and Honda's enduro hero Mika Ahola. With each having claimed a final win it's Ahola who takes the big one as the night's overall winner while Joakim's as thrilled with his runner-up spot as Taddy's disappointed with his third place result.

Making it onto the end-of-night podium having crashed and burned in the opening >>

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BANG WALL

British favourite Dougie Lampkin fails to make the finals after a series of slow starts



final is testament to Blazusiak's toughness. Only just managing to get himself and his bike straightened out before the second final, Taddy then crashes again – this time while leading. Not losing much time but falling behind Mika Ahola, Taddy ends the race as runner-up which is a damn sight better than his opening performance.

During the second final Taddy shows that despite being unable to lift his left arm thanks to a bashed-up shoulder he'd have been a tough rider to beat for the overall were it not for his race one crash. In the third and last final everything finally comes together for him and he claims victory ahead of Italian Thomas Oldrati and Ahola.

"Well, I knew the risks in jumping the triple," explains a not quite with it Taddy after the podium, "and I was making time up jumping it until I came up short. It wouldn't have been so bad if I hadn't have bent my bars so badly. It made riding the last few laps of the race almost impossible. Not winning the second final was disappointing because I fell when I should have been pulling away at the front. Finally, the last race went okay. I'm third after the opening round so that's not too bad. It certainly could have been a lot worse."

Runner-up Ljunggren couldn't be happier with the way his night's gone. Showing himself to be an extremely competent indoor enduro racer last year when he first took to the IEWC scene, this time around and mounted on a two-stroke 'berg for the first time indoors he gets things off to a great start with a near perfect gate-to-flag win.

Under pressure from both Ahola and Blazusiak during the opening lap of the race, Joakim keeps his nerve and remains mistake

free to hold station out front. Letting others push harder than they should be doing, he remains calm and earns a deserved win. With Blazusiak doing so badly and with Joakim having made winning look almost easy it's clear the tall Swede's in with a chance of the overall win.

But with both Ahola and Blazusiak getting the better of him in the second final Joakim's unable to repeat his victory. Still right up there for the overall win, Joakim again fails to finish ahead of Ahola and Blazusiak in the final race of the night which results in an overall second place.

"I was so pleased to have won the first race," beams Joakim. "I was confident that I would do well on the new bike but all my training had been in the snow so I wasn't sure what to expect really. The first moto went perfectly, I got a great start and took the lead and didn't make any mistakes. I knew that I would have to push hard to stay out front so that's what I did. It was a great start to the championship."

"The second and third finals went well, just not as well as the first. I rode well but it's so much easier leading from the front like I did in the first race. I'm really pleased with everything and can't wait for the next round of the series."

Winning the overall certainly comes as a bit of a surprise for Mika Ahola. Despite having shown himself as an indoor event winner in the past, Mika's record at Genoa has been more than a little up and down over the years. Competing on an oversized 450cc motocross >>

Johnny Walker has a tough evening in Italy



Tall Swede Joakim Ljunggren is delighted to win the opener and make the podium





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SERIES STANDINGS >>

1	Mika Ahola	Honda	51
2	Joakim Ljunggren	Husaberg	45
3	Taddy Blazusiak	KTM	43
4	Thomas Oldrati	KTM	42
5	Graham Jarvis	Husaberg	29
6	Alfredo Gomez	Husaberg	25
7	Dani Gibert	Sherco	19
8	Fabio Mossini	Honda	19
9	Jeremy Joly	Honda	18
10	Matti Seistola	Husqvarna	17

Best Brit is Graham Jarvis who's looking good on his new two-stroke Husaberg



Husqvarna's Matti Seistola scrapes into the top 10

bike – the starting point for the machine he'll race in the 2011 EWC series – Ahola has no option but to take things steadily due to being massively over-powered. Also, not planning to compete in the full championship – and with his well-deserved three-week end-of-year holiday

just around the corner – he's certainly not in the mood for taking any unnecessary risks.

Starting well is the secret to Mika's success in Genoa. Out front in all races, he might not have had the edge over Ljunggren in the first final but in the second he plays a blinder and

tops the field to take the overall lead headed into the last race of the night.

That last race is Taddy's but it's what goes on behind the Pole that determines the outright results. With both Mika and Ljunggren well aware that the race should see one of them head home as series leader, Mika just does enough to stay ahead and with a third place result secures the overall win.

"Some of the other riders came into tonight really ready to race hard – my bike has too much power for that so I had no choice but to take it easy," explains a laughing Mika. "Having to ride carefully was a good thing because it kept me out of trouble. If I'd have pushed hard on the 450 I'd have been crashing on every corner."

The lone Brit in the finals at Genoa is Graham Jarvis who's out on a two-stroke for the first time following his recent switch to Husaberg. Backing up team-mate Joakim Ljunggren, Grimbo's not 100 per cent at home on the fast and flowing track but makes a good start to the championship.

Fifth in the opening final is his best result which he backs up with sixth in the second final and another fifth place result to end the night. "A few tougher sections would have been good for me but considering the way the track was I'm pleased with how things went," admits the former WTC star. "I'm still getting used to racing a two-stroke and need to improve my starts a bit but it's a good start to the championship."



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*Back on his favoured 450,
Johnny Aubert makes up
for a disappointing season
by dominating in Mexico*

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**JOHNNY AUBERT LEADS THE FRENCH TO A DOMINANT
VICTORY AS MEXICO'S ISDE DROPS A DAY...**

Words and photos by Jonty Edmunds



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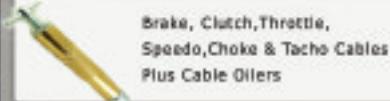
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t's fair to say that things didn't exactly go to plan for Johnny Aubert during this season's Enduro World Championship. Sure, he salvaged a respectable runner-up result to fellow Frenchman Antoine Meo in the Enduro 1 class but illness ensured a first ever 250F-powered title failed to materialise for the former GP motocrosser.

Fast-forward to this year's ISDE in Mexico and Johnny Aubert is a changed rider. As relaxed as ever but back on a 450 – the KTM star's preferred bike of choice – the Morelia event sees a return to his best form.

Johnny both needs and wants to show that his 2010 EWC season was no more than a minor glitch and he asserts himself at the top of the overall six days results immediately, playing a key role in helping France do the same thing at the top of the Trophy Team classification. Rock steady and mistake free, Aubert continues to set the pace day after day. With no other rider able to match his pace, as the event heads towards its close it's all about Johnny.

"I knew the 450 suited me well but I wasn't expecting this," comments Aubert referring to the fact that he's managed to set himself apart from all other riders. "I didn't do too much practice for the event – only 30 minutes on the bike here in Mexico – but I immediately felt good on it.

Everything just went perfectly. I liked the race, felt good and made no mistakes. After the year I had it's the perfect way to finish."

The 2010 running of the ISDE proves to be a

controversial event with no British or Australian riders taking to the start. Added to that is the fact that both Spain and Sweden fail to enter Trophy Teams, leaving the event more than a little diluted. But the Mexican race, apart from being a little dusty in places, proves to be a great competition. Unsure what to expect, those entered soon find that the organisers have gone to great lengths to ensure a 'real' enduro.

Steadily getting tougher as the week progresses, no-one has a bad word to say about the race during the first five days. Sadly, on day six the event is halted prematurely as a serious incident that's completely unrelated to the event forces the organisers to abandon the race. With fears surrounding security having not been an issue during the opening five days of the event, the fact that Mexico's problem with drug cartels brings the race to an early finish is massively disappointing for all.

Lead by Johnny Aubert, France's six-rider Trophy Team rocket straight to the top of the senior class results, exactly as they're expected to. The nation that's taken over from Finland as the best of the best shows they're deadly serious about continuing their winning ways. And come the end of day five France hold a huge lead with all of their riders having performed well.

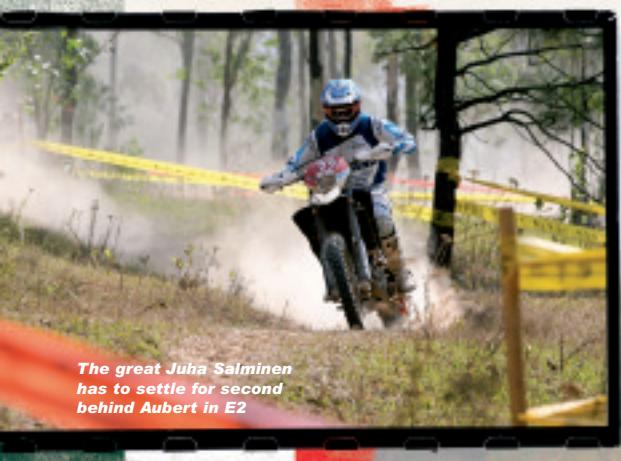
With Aubert topping the E2 class, France claim a clean sweep of the capacity classes with Antoine Meo winning in E1 on his Husqvarna while Seb Guillaume tops E3, also for

Husqvarna. Demonstrating that they have serious depth of talent the atmosphere within the French squad is both jovial and determined, with all riders working together with devastating affect.

"It's been a great week for all of the French riders and it's great that we've won the Trophy class again," explains Antoine. "I pushed hard during the first half of each day and then made sure I eased off a little so that I didn't make any mistakes. Remes kept pushing me hard but everything worked out perfectly."

Hoping to top the E1 class and in doing so beat Meo, Eero Remes puts in a great five days of racing but just falls short of the win. Sandwiched between Meo and his Husqvarna team-mate Alex Salvini, Eero's hopes of going for broke on day six in an attempt to win fail to materialise, leaving him disappointed with the runner-up result.

In finishing third Alex Salvini places ahead of many more experienced enduro riders. Set to make a full-time switch from motocross to enduro in 2011, Salvini's helped by the dry conditions but nevertheless shows – as he has in the past – that he's capable of running at the front in enduro despite his relative lack of experience. >>



The great Juha Salminen has to settle for second behind Aubert in E2



Rodrig Thain brings his career with TM to a close in the ISDE

Jari Mattila helps the Finns to third in the Trophy Team stakes



Former British 125cc MX champ Mike Brown nails an excellent sixth in his ISDE debut

KTM US pairing Kurt Caselli and Mike Brown both finish inside the top six of the E1 class with Caselli having spent much of the race teaching ISDE first-timer Brown – a former British and AMA MX champion – how the six days works. With Caselli a little frustrated at having not finished higher than fourth, Brown's sixth place result first time out is impressive.

Finishing well over six minutes up on his nearest rival, Aubert's untouchable in the E2 class. Behind him Finland's Juha Salminen does his best to stay in contention but despite some impressive riding the seven-time world champion is powerless to finish higher than the runner-up spot. Italian youngster Thomas Oldrati and Italian ISDE first-timer Manuel Monni battle it out for the third place E2 spot with Oldrati getting the upper hand by the narrowest of margins. The highest two-stroke mounted rider, Oldrati finishes where most expected him to but Monni – the six days rookie – punches well above his weight. Giving every special test his all, the Yamaha-mounted motocross racer quickly gets to grips with racing between trees and helps Italy grab the runner-up spot behind France in the Trophy class. France's

Rodrig Thain posts fifth on his last official ride for TM while Enduro Junior World Champion Lorenzo Santolini finishes sixth.

Three riders claim day victories in the Enduro 3 class in Mexico – Husaberg-mounted Spaniard Oriol Mena, French Gas Gas rider Christophe Nambotin and French Husqvarna rider Seb Guillaume. But of the three it's Guillaume who asserts himself as class winner.

Mena's first to shine, helping Spain in no small way take a healthy lead in the Junior Trophy category. But despite his speed at the start of the week it's the French two-stroke riders Guillaume and Nambotin who take over at the head of the class with Guillaume topping days two and three. Next up it's Nambotin who after a steady start finds his form and proves hard to beat. But as the most consistent rider Guillaume claims a deserved win, putting behind him a tough EWC season.

"Starting and finishing the world championship with injuries made things difficult this year so it's good to win the six days," he explains. "I like dry, hard conditions and I felt good all week. Oriol started well and Christophe finished the event strong but I managed to win two days and do well on the days I didn't win. Winning the class and winning with France is great."

With France, Italy and Finland rounding out the top three spots in the Trophy competition it's Spain who dominate the Junior Trophy class. Fielding four experienced EWC racers it's clear from day one that only mechanical problems or injury are going to stop them and with no problems affecting any of their riders they romp to a convincing win.

Six minutes behind the dominant Spaniards are the Swedish youngsters. Delivering one of the surprise results of the competition, they manage to finish two minutes up on the US squad who in turn push France into fourth with Finland fifth.

Matching their male team members, France's three-rider female team claim by far the biggest winning margin in the event finishing over one hour ahead the States. With only the French managing to get all three team members to the finish the massive penalties picked up by all other teams means that no-one is able to challenge the French.

RESULTS

TEAM TROPHY

1	France	16.32:01.55
2	Italy	16.42:15.57
3	Finland	16.46:38.80
4	USA	16.58:11.40
5	Poland	17.31:19.96
6	Chile	17.32:54.06
7	Mexico	17.43:33.11
8	Germany	17.54:00.06
9	Venezuela	18.24:20.76
10	Belgium	20.09:40.75

JUNIOR TROPHY

1	Spain	10.06:25.11
2	Sweden	10.12:19.95
3	USA	10.14:47.89
4	France	10.16:40.13
5	Finland	10.18:42.51

WOMEN'S TROPHY

1	France	7.44:56.08
2	USA	8.55:11.58
3	Sweden	9.00:22.88

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★ **MIGHTY ADAM!**
THE RISING STOURBRIDGE STAR

★ **TEENAGE TERROR!**
FACTORY APRILIA RIDER ALFIE SMITH

★ **MOVIN' ON UP!**
BRADLEY FLAGG GOES SW85cc RACING

★ **MATT BURROWS!**
TEEN TALENT TRADES YELLOW FOR ORANGE

MATTBURROWS



Adam rips up Barmouth Beach on his 250cc Suzuki stroker



MIGHTY ADAM!

THE RISING STOURBRIDGE STAR WHO'S AIMING TO MAKE HIS MARK

Last year on the Rage pages we had a good look at Joe Jones just before he ventured into the more challenging world of youth MX as a competitor in this year's ACU MXY2 series. And at the end of the day Joe certainly didn't let anyone down as he piloted the 125cc smoker into a very creditable fifth overall championship finish.

Joe is essentially from the enduro world and his 2010 performance went to prove that you don't have to necessarily come up through the traditional youth championship ranks in order to make the top grade.

Adam Wells shares quite a lot in common with Joe – both guys hail from the West Midlands and both are avid two-stroke riders. And it's also fair to say that 16-year-old Adam has started to turn a few heads this year on the other side of the youth championship tracks.

The likable young Stourbridge rider started racing at the age of six, enjoying successful early years with local schoolboy clubs Warley Wasps, Cotswolds and Wilden MXC. At 11 he joined the AMCA and is now a proud member of the Teme Valley Club where his rise from the Inter Junior class through to the MX2 Experts has been nothing short of meteoric, reaching the premier class at age 14 and becoming a regular top three finisher week-in, week-out. Along the way Adam's won club championships in all classes including the under 18 border group championship on an 85cc machine at just 12 years old.

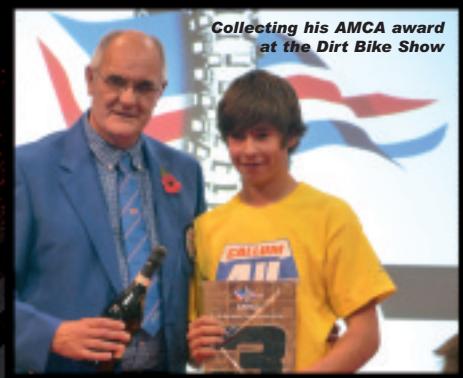
Being no stranger to mixing it in the adult ranks, this year Adam stepped it up a notch by entering the AMCA two-stroke championships. He gained entry into the series by winning the area qualifier and that booked his place on the line for the eight-round series. Open to any

capacity machine from 125cc upwards it all kicked off at Hawkstone Park. And Adam to his credit finished the championship in third place overall on his trusty Suzuki RM125 earning a well deserved trip to the Dirt Bike Show to collect his award. A great all-around achievement considering he was up against some pretty useful opposition with former AMCA champions on larger capacity machines.

Just recently Adam has started winter training on a 250cc Suzuki with yet more success, gaining impressive overall victories on Barmouth Beach and at Wilden Lane.

Adam's race plans for 2011 are still undecided – possibly Masters or AMCA championship depending on machinery choice. His ambitions are to achieve the best he can out of the sport and to that end he trains hard and is totally dedicated. Whatever 2011 brings you can be sure he will be giving 100 per cent.

All help in this sport is really appreciated and Adam would like to say a massive thanks to #1 fan dad, mum, Motomark Racing and Throttlespec.



Collecting his AMCA award at the Dirt Bike Show



TEENAGE TERROR!

SMITH STANDS OUT AT MILTON MALSOR...

If I had to pick just one premier stand-out performance from an under 18-year-old as my absolute favourite from the 2010 racing calendar, Alfie Smith's final roll of the MX3 dice at Milton Malsor (MX323) in October would take some beating.

I know Alfie isn't strictly a youth performer in the sense of being in a dedicated youth competition but he's still only 17 and doesn't turn 18 until next March and that's definitely youth. And just to put it into further perspective he was in the '07 Big Wheel class with the likes of Jake Shipton, Aaron Pipon, Jackson Evans and this year's ACU youth supremo Connor Walkley.

At the end of the '07 season Smithy decided to go pro as soon as he was 15. Even in his BW days I can recall Alfie being power-hungry – always wanting more speed to handle – and he wasted little or no time fiddling around on a 250F and was soon on the 450. The move with hindsight has proved to be something of a

masterstroke. And talking of good moves, the switch from the Honda to the Datch Aprilia mid-season this year – picking up the ex Julien Bill ride – certainly looks to be another.

The machine Alfie piloted in Northamptonshire just a few weeks back however was certainly no piece of works exotica. In fact it was actually more like an over-used practise iron that's looking a tad worse for wear. But looks ain't everything and the show from Smithy on the day was all the more remarkable owing nothing to machine advantage.

Previously this year I have seen Alfie up against Ray Rowson, Jamie Law, Jamie Lewis and the rest and to be honest he wasn't their equal – but over the three-race stretch at Milton Park the tables were completely turned and the level of improvement over the course of the season has been quite sensational.

At Milton Park he was two seconds-a-lap faster than Rowson, Lewis and Law in

qualification and in racing trim equally as comfortable and actually looked as if he had another gear to pull if necessary – such was his dominance. It wasn't only the outright speed that impressed, the confidence and determination combined with an unflappable assurance meant he had the necessary 'right stuff' to dominate the first turns and hustle his way past – there was absolutely no way this kid was being elbowed out of it.

In races one and two Smith dominated from the first turn, checked out and was gone but in race three he had to come from behind. Either way it made little difference – Smithy was in a league of his own.

Chatting to him afterwards the plan for next year is more of the same with a confirmed Aprilia works ride in European GPs and a concentration of effort on the continent in 2011. Maxxis events will be fitted in around that schedule.

With valuable GP experience under his belt, Alfie enjoys pay back at Milton Malsor



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MOVIN' ON UP!

BRADLEY SETS HIS SIGHTS ON THE SW85cc DIVISION

Young Red Bull Elite rider Bradley Flagg has got great style and has been ever consistent in this year's championship, eventually coming home sixth in the 65cc standings. He's also dominated his local club racing so we thought it was about time to catch up with the likeable lad from Midsomer Norton.

RAGE: So Bradley, are you happy with your results this year?

BF: "Yeah I am, it was good and I felt like I got better as the year went on. I thought at the start of the year that I'd be lucky to get in the top 10 of the Red Bull Elite but then at the first round I qualified second and I was really surprised at that. That gave me a bit more confidence and then after that I just tried to be consistent and I think I was. I'm happy to finish sixth because it's higher than I thought I would end up in the championship."

RAGE: After a year better than you expected what are your aims for 2011?

BF: "Well, I'm going up to the small-wheeled class on a Suzuki 85 so I'm excited about that. I'm 11 now so I have to move up anyway but I think it's good that I am even though I'm pretty small. I can have more time getting used to the 85 then. I didn't want to ride the Honda 150 because it's a bit too heavy for me and I'd rather get used to riding the 85 because it's more what I'm used to."

"I'd like to try and finish in the top 10 in the Red Bull Elite Youth Cup and win the club championship again – we're not doing the BYMX championship. It was my aim for this year and I made it so I'm going to try and do it again because it's possible even though I'm moving up to a bigger class with faster riders who have already been in the small-wheeled class for a year. But I think some of the 65 riders will be good, like Taylor Hammal and David Keet."

RAGE: Have you got support from an MX shop?

BF: "No but hopefully if I keep improving I will one day. My dad, my uncle and my granddad all help so I can go racing. Without them I wouldn't be able to do it so if I get good enough to get sponsored I think everyone would be happy!"



© Ian Roxburgh/Events22

Next year sees Bradley move up to a SW85cc Suzuki – and he can't wait to get cracking



© Ian Roxburgh/Events22

RAGE: So did your dad used to race?

BF: "Yeah, my dad and my uncle used to race motocross so that's how I got into it. When I was born my dad finished racing and then I started when I was six. I wanted to have a go and it was pretty scary at first but then I really started to like it and now I love it."

RAGE: You must have been pleased with the way you rode at the Elite Youth League 'Grand Slam' event? You smoked everyone that day and your club, South Somerset MX, won the first ever MCF Grand Slam Cup.

BF: "Yeah, I was happy with that. I know it wasn't a Red Bull Elite Youth Cup race but it's still good to win and I rode well that day and so did a lot of the South Somerset team. It's been a good year with them. We've just had the club presentation and I won five trophies. I won the club championship, the trophy for most points, most wins and I also won riders' rider of the year so it was a good way to end the year."

RAGE: Sounds like it but it's all deserved. Well, good luck for 2011, have a good Christmas and we'll see you on the line at FatCat's for round one next year.

BF: "Thanks, I can't wait to get started again! I can't even ride now because it's too cold, it's rubbish!"

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SPOTLIGHT ON... MATT BURROWS

HOMETOWN: BRERETON, NEAR CANNOCK DOB: 28-12-93 SPONSOR: HOOPER SUZUKI

A fourth place finish in the ACU MX2 championships with podium appearances for second at Lyng and third at Silverstone together with an equally creditable fourth overall finish in this year's Under 23 series – all-in-all a truly memorable return in 2010 for a youngster more than keen to make up any lost ground.

Matt Burrows also won the Wulfsport Masters MX2 title in 2009 and over the past two seasons has become something of a positive and emerging force. Rolling back the years however to gain a little insight into Matt's early racing days it's not quite the usual story of youth progression year-on-year through the ranks considering he has hit the top levels so successfully just recently.

Matt first bleeped on my radar in the winter of '06/'07 riding a 150F big-wheeler and on that day at Polesworth he took the Hutchinson boys – that's James and Dan – to the cleaners. At that moment in time James Hutchinson was one of the stand-out favourites for the various '07 BW titles nationally so this was some scalp to have. A quick note to myself followed – keep an eye on this kid, he's quick and he's damn good!

After that nationally however Matt seemed to disappear again only to then re-emerge in '08 riding a KTM 250F in the KWS series. I caught up with Matt recently at the excellent Barmouth Beach Bash and asked him to fill in a few of the missing blanks.

RAGE: Hi Matt, can you tell Rage a little bit about the early days of your racing career?

MB: "Most of the early times were spent competing with Warley Wasps just doing local BSMA events in the Midlands area really.

I followed my older brother Tim into racing and we just didn't do the national stuff. It's fair to say I wasn't actually that good on a 65 or a small-wheeler and to be perfectly honest I never really took the racing side of things that seriously until I started riding the BW machine and getting good results at the back end of '06."

RAGE: I remember you well at that Polesworth meeting looking tasty and thinking that you looked like a real match up for anyone in your age bracket – so what happened in 2007?

MB: "Well 2007 proved to be a really difficult time for us as a family. Tim suffered a really serious accident racing BSMA up in Derbyshire and he lost a leg as a result. We obviously had to all pull together family-wise that year and the racing side of things just had to take a big back seat."

"Tim is racing again now and getting some really awesome results. I have always looked up to him and it's great to see him back in action. I returned to racing in 2008 in the Masters youth 125cc series. I didn't race all the rounds – missed three of them I think – but scored really well. I carded a few third place race results and at Culham ended up in fourth overall, was fourth overall again at Pontrilas and seventh at Hawkstone. I was only 14 at the time so it was a pretty good result."

RAGE: So how did the Hooper Suzuki rides come about.

MB: "It's kinda funny really I suppose. My dad Sean has always been good friends with Rob Hooper, they go way back and were having a chat together – my dad just jokingly said to Rob

it's a wonder you don't have Matt on the team as he's riding so well. Rob just replied 'well I have never even seen him ride'."

[That was a situation soon remedied and following a successful try-out session Matt was on the team for 2009. In the '09 Masters seven individual heat wins and a season of solid consistency proved to be more than enough to claim his first national title at just 15]

RAGE: With the current economic climate and all things related a bit testy at the moment for the sponsors and team managers do you have a firm commitment and plan for 2011?

MB: "If it was all down to me I would prefer to concentrate on adult competition – following Connor Wakley and the rest of my crop onto the full pro circuit – but at the end of the day it could be a mix of adult and youth racing, maybe the ACU MX2 series as the youth competition. Things competition wise will be all finalised early in the New Year when I have talked it all over with my new sponsor Edmondson Racing and I will be on a KTM."

RAGE: Thanks for all of that Matt and good luck with 2011. Who do you have to thank?

MB: "Big thanks to mum, dad and Tim, Rob and Cheryl Hooper – they have all been a massive influence and so helpful – and all who have supported Hooper Suzuki through 2010 especially Lester at Rip n' Roll, Leon at Apico, Stuart from Alpinestars and Langcourt. And I'm looking forward to 2011 with Edmondson Racing, Donjoy, Race FX, Pro Carbon, Rip n' Roll, Pro Clean, Talon, Motocross Solutions, SB Windows and Graffix..."

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Then contact our Youth Editor Mike Gurney at mikegurney55@yahoo.co.uk

SUPERSTAR!

BILLY COMES OUT ALL GUNS BLAZING AND WHIPS SOME SERIOUS ASS IN HIS AUSSIE SX DEBUT...

Words by **Billy MacKenzie** Photos by **Rudi Baker**

At least you guys will have some decent photos to look at this month since I finally got back to racing instead of training! Ah, I love racing – especially when it all goes well.

So my first race back was a supercross race, something I ain't done since, let me think, Belfast 2006 maybe? I've always enjoyed supercross from the early days of Exeter in '99 when I won my first SX 'championship' although "technically it was just one race. Actually, thinking back further, we used to race supercross in an old horse riding stable in Preston somewhere which was more like a beach race. I'm guessing only the people who were there will remember it but it was pretty funny. I remember convincing Ollie Sandford Smith's dad that I could drive a roller at the age of 12 and trying to start the thing up so I could help with building the supercross sand track!

There was also one of the best moments of my life still to this date back in '97 at Sheffield when McGrath first came over to ride his Chaparral Yamaha. I was riding a 100cc at the time and won the Main Event. Back then they ran the schoolboys during the night programme with the pros in a packed stadium. I remember doing a lap of honour to thousands of screaming fans and airhorns. I think I was 13 at the time and I still remember the goosebumps and the feeling it gave me to get pretty much the same response as McGrath did when he won that night. It was amazing.

So supercross in the past has always been pretty good for me and I like the whole package supercross offers – the jumps, close racing, dry tracks and the atmosphere. Also the fact we race at night! I've always been more of a night person ever since I was young. Up til the early hours in the morning watching McGrath and Emig battle it out in '96, then sleeping in past the alarm until five minutes before I had to catch the bus to school!

Mad how all these memories are cropping up just from talking about racing SX, seems like supercross has always been something that gets me excited from even an early age.

The lead up to my first supercross in Oz wasn't the best though – there was a week where everything just went wrong and I didn't even want to ride. We were all out practising at one of the private supercross tracks round the area, I was out testing some suspension settings and still trying – unsuccessfully – to find my mojo! I was gooning around trying to

do the whoops with very limited success and trying to improve my body position and other things. The day was going bad and as I was sat down by the truck we heard a huge panic rev and saw a bike flipping about 15 metres down the track on a triple-triple-triple section.

It was Harley Quinlan, a member of our little riding crew and one of the up-and-coming riders in Oz with s**tloads of natural talent and a hard worker too. He'd mistimed the first triple and endo'd hard into the third jump. I was by the truck and waited patiently to see if he was gonna get up but he didn't. We all ran over to check on him and he was in a bad way. Without going into details he is now paralysed below the chest. I was there through the whole thing, reassuring him and making sure I was trying to say the right things as the air ambulance came. I was there through the whole realisation for him that he had lost the use of his legs and tried my best to keep him positive. It was seriously messed up and I had a really s**t time trying to deal with it all and do my training and riding the next week. Every time I got to the track I had it in the back of my mind.

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So I had pretty much a week of diabolical riding and my head was all over the place. I tried to just put it to the back of my mind and concentrate on trying to have fun on the bike without putting too much pressure on myself.

Well, the weekend started off a bit sketchy in first practice and if there was ever a most improved rider award from practice until race time then I would have won it by a mile! All my gear fitted this time – well, the shirt was still a bit big and I had to cut the sleeves off so they weren't getting caught round my handlebars! I quite like the three-quarter length style anyway, I do it for practise during the week too because it's so hot out here! Lets the sweat drip off too. Actually, saying that, I might start wearing sweatbands so my gloves don't get so drenched! You heard it here first people, I started the sweatband craze for riding!

So back to practice and in the first 10-minute session I went out just to

make sure I got all the jumps down. There was a triple out the corner down a gatorback that looked pretty big but it was pretty easy while the track was groomed. Everything else was pretty standard issue – stuff I had been practising on during the week – so I had no worries about the other things. There was a rhythm section though that had a few combos but I didn't wanna do anything stupid on my first race so I just did what I had to do which was a double-double-double-single. Turned out to be the safest and nearly fastest way through which suited me. Then there was the big triple! Well, the first time I hit it I OJ'd it by about 10 feet and landed in the corner! Was pretty embarrassing! My mechanic Biggie even got it on film! I ended up fourth on the times and I started to have a good feeling inside.

Timed practice came round and I was starting to feel loads better. The track got rutted up and it was pretty dodgy though. I was trying to carry my corner speed into the jumps but the bike angle meant the footpegs kept catching the ruts. I had a bad time and didn't feel good. The last lap I got down was the best but I missed the triple before the finish. I ended up sixth which still wasn't bad.

The races eventually came round and I didn't know what to expect. I actually said to myself in my head as I was sat on the line just to go with the flow. Whatever position I'm in, just let the race come to me. But the gate drops and everything just goes blank! I just love racing! It gets me fired up. I love making instinctive decisions, making passes and getting the most out of the bike. It's like a little battle between me and the bike rather than the other riders – I like pushing the tyres until they break traction, getting the power on early, railing corners and that's all I did, just rode my bike how I like to ride it and it was good enough for the result I got!

The race I finished ninth in I went down at the start trying to push down the inside after missing the drop of the gate. I got tangled with haybales and ended up taking Hansen down too. There is still lots of room for improvement though and after watching the videos you can see here – <http://www.superx.com.au/super-x-tv/> – I still need to relax more on the jumps and get a bit more confident over the front end. Gonna work on that this week and fingers crossed have another good one in Brisbane!





*Team boss Troy Carroll
shows the man love*







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